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WASP ATTACK

Building Eduard's Messerschmitt Bf-110F "Wespe"

© Ryan Darling



FORGOTTEN FIGHTER

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JN803, No. 486 (RNZAF) Squadron, No. 122 Wing,
B.80 Volkel, the Netherlands, October 1944



NV994, No. 3 Squadron, No. 122 Wing,
B. 112 Hopsten, Germany, April 1945



NV994, No. 3 Squadron, No. 122 Wing,
B.152 Fassberg, Germany, June 1945



JN862, No. 3 Squadron, No. 150 Wing,
RAF Newchurch, Great Britain, June 1944



NV708, W/Cdr. John Chester Button DSO, DFC,
CO of No. 123 Wing, RAF Station Wunstorf,
Germany, 1946



EJ865, No. 80 Squadron, No. 123 Wing,
RAF Station Wunstorf, Germany, October 1947



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Scale Aviation
Modeller
International

February 2019
Volume 25
Issue 2



DAVID FRANCIS, EDITOR
david@sampublications.com

Looking to the Future

About the time this issue goes on sale I will be attending the Nuremberg Toy Fair. The statistics for this show are staggering 2900 exhibitors and 73,000 visitors from 120 countries will be attending the show and this year all the modelling related companies will be in one hall, so scale model kits will brush shoulders with model railways and flying models of all sizes.

I have always made time to wander around the railway hall as this always inspires me to try my hand at building a diorama as their use of landscaping and scenic backgrounds that can be easily adapted into our type of modelling.

It also gives me a chance to look at new technologies and over the last few years there had been a noticeable increase in companies producing 3D printing machines. These have long been heralded as the future of our hobby, but it is still early days. In this issue,

for the first time we feature a home-produced 3D printed conversion, but as the author freely admits that if he was to sell these parts commercially, they would cost nearly £100. In time as the technology becomes more proven and more people the prices will come down and it will become more accessible to all.

In fact the main reason for attending this event is that manufacturers large and small will unveil their programs for 2018/2019. I have already dug out my crystal ball and reckon we will see far less new announcements from Japan and especially China which for many years was the powerhouse for scale modelling but on the brighter side manufacturers from the east of Europe will continue to surprise with kits that many would never have considered existing just a few years ago.

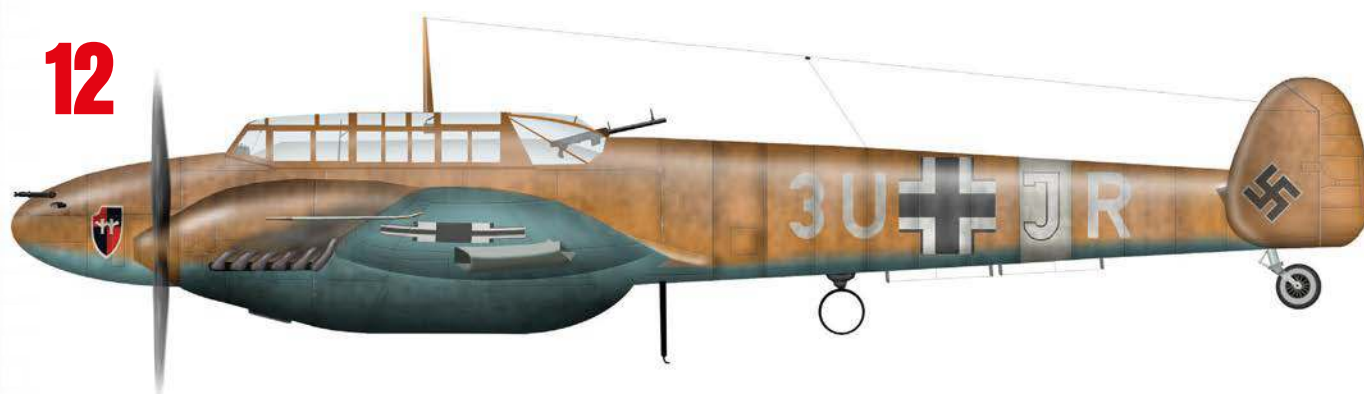
Will anyone announce a 1/48 scale B-17, B-24 and Lancaster? It continues to amaze me that

we have had new tools of all three in recent years in both 1/72 scale and 1/32 but not the world's most popular scale! Also getting ahead of the game in early January at the Hornby Media Event at their new showroom in Margate, Airfix revealed their 2019-2020 plans as well as a few new tool kits they have also revived some classic kits like the Concorde prototype from 1966 with B.O.A.C markings and the Hawker Demon from 1968. I can almost hear the gnashing of kit collector's teeth from here!

So in next month's issue, we will have a full feature on our trip to the Nuremberg Toy Fair and all the good things we have to look forward to over the next couple of years.

While in the news section this month you will find details of the Airfix announcements as well as a few other interesting items.

David



Cover Artwork and Colour Profiles by Ryan Dorling



© Ryan Dorling




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EDUARD



WASP

ATTACK

The Long Hot Summer of 2018 Brought Out The Wasps as Jay Blakemore Tackled Eduard's 1/48 Scale Bf 110F

WHAT'S THE BUZZ?

It was in 2007 that Eduard launched their highly acclaimed range of 1/48 scale Bf 110s with the release of the "C" variant of Battle of Britain fame. Over the intervening years the Czech manufacturer has released a further twelve boxings, featuring additional parts that have allowed modellers to build all of the major variants – with one notable exception. Apart from a fleeting appearance in 2013, with the release of a Romanian-

marked F-4 night-fighter in their budget Weekend series, the "F" variant has been ignored, until now. Finally, this latest release provides the parts and decals to construct either an F-2 or an F-4, in both day and night-fighter guise.

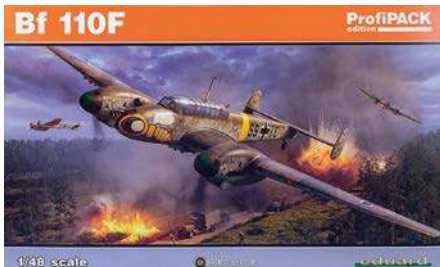
I was more than impressed with their earlier release and so awaited the arrival of this latest offering with growing anticipation, which peaked upon my opening the box for the first time. Inside I found not two, but four fuselage halves and what appeared to be

duplicates of all of the parts. It occurred to me that Eduard, in a peak of largesse, had sent me two Bf 110s in a single box. Upon closer inspection, however, I discovered that they had not.

What Eduard have done is to include all of the earlier "E" and "C" variant runners as well as squeezing in those specific to the "F" version. This makes for a lot of plastic in the box and a lot of parts that are not required. In fact, of the approximately 430 plastic parts enclosed, almost half are surplus to requirements – even

more if you are not intending to use the airdrops and additional internal equipment specific to the night fighter variants.

In all, the box contents comprise ten runners moulded in dark grey styrene and two in clear, two etched-metal frets, and a very welcome masking sheet for the long, multi-piece greenhouse canopy. The icing on the cake for me, however, was the wonderfully printed Cartograf decal sheet featuring markings for five interesting schemes.



A BUZZY COCKPIT

Featuring a very comprehensive interior, I knew from previous experience that I would need to add nothing extra to the cockpit to achieve a thoroughly detailed replica. To complement the extensive styrene detailing, the ProfiPak contains as standard a colour-etch fret featuring replacement consoles, clock and radio faces, placards and levers, as well as multi-part harness for all three crew stations.

Unlike older examples from the Czech manufacturer, the colour printing on Eduard's more recent etched parts features convincing colour matches to the RLM66 and RLM02 shades in which mid-war Bf 110 cockpits were finished. Unfortunately, the

fitting of the metal alternatives requires the removal of much of the wonderful raised console detail, which I did prior to cockpit construction.

Also contained within the package was Eduard's etched-metal detail set 49833, which features a few extra cockpit details and internal parts for the wheel bays and nose-mounted gun bay – a complete and detailed gun bay being provided in the kit as standard. Also present on the additional metal fret were replacement bomb fins and gun barrels – the latter items needing to be rolled into tubes – and a few external details such as radiator housing cooling louvres, fuel-filler caps, and aerials.

The partially-built cockpit tub, the crew seats, the numerous ammunition canisters and the propeller blades were all sprayed with Alclad Grey Primer, followed by a coat of Alclad Polished Aluminium. Once the metallic lacquer was dry, the cockpit then received a coat of RLM66

Schwarzgrau (ACLW16) and RLM02 Grau (ACLW12) in the rear compartment. The propeller blades were painted RLM70 Schwarzgrün (ACLW02), whilst the canisters were painted black (ACLW26). (The Colourcoats range of authentic shades was used throughout this build, and these wonderful enamels can be found on the Sovereign Hobbies website: www.sovereignhobbies.co.uk).

Before the enamels had dried thoroughly, areas were partially stripped of colour to reveal the metal coat beneath. This was done using a soft brush dampened with white spirit, which is an effective method of replicating wear particularly on the edges of seats and consoles, central floor panels, foot pedals etc. Further scratches were made in

the soft enamel using a needle and the pointed tips of a pair of needle-nosed tweezers. This can be seen to particular effect on the propeller blades.

When dry, the enamels were further weathered using dry-brushing techniques to apply ever lighter shades of the original colours. The cockpit was completed with the addition of etched levers and head armour, colour-etch placards and radio dials, the spare ammunition drums and the crew seats, complete with draped harness.

BUZZING ABOUT THE AIRFRAME

With the cockpit tub cemented to the starboard fuselage half, the slender airframe was assembled around it. Unlike earlier releases from this manufacturer, the fuselage and wing parts feature locating pins on their mating surfaces, though they are few and far between. Care must therefore be taken when aligning the parts once the cement has been applied. There is also some flash that requires



removal, particularly on the engine cowlings sections.

The cowlings are made up of halves split vertically, plus an internal radiator plug for which etched-metal radiator grills are provided, internal firewalls, wheel bay side panels, and curved rib-sections featuring indentations which represent holes and benefit from being drilled out. There were also a few internal enhancements contained on the etched detail set mentioned above, including additional sidewalls with rivet detail and rows of triangular-shaped spars for the bay walls.

Externally, there are replacement cooling louvres for the radiator housings in the cowlings and lower wings, though fitting these in their dropped positions requires the removal of the styrene originals. This was not an overly taxing job and once the metal louvres were bent into shape and attached, they did look effective.

If you are building one of the three bomber versions optioned on the decal sheet, there are several holes that require drilling out in the lower wing halves for the fitting of the wing-mounted racks. Another hole must be opened in the starboard wing leading edge to make provision for the pitot tube (I replaced the styrene pitot tube towards the end of the build by one fabricated from metal tubing from the Albion Alloys range).

There are also some fragile undercarriage linkages that require fitting prior to wing closure. These protrude beyond the assembled wings until the cowl halves are added, so great care must therefore be taken when clamping the wings together so as not to break these.

The two finely-moulded horizontal stabilisers are separate items that slot into either side of the fuselage. This differs from the majority of Bf 110 kits on the market, which feature single-piece



tailplanes that sit on the top of the rear fuselage, thus forming a strong T-joint. The mounting method favoured by Eduard results in two rather delicate joints and recalling the breakage problems I encountered on my previous build, I decided this time around to drill and pin both stabilisers with Albion Alloys metal rod. With this achieved, some filler was required to disguise these joints as well as those at the wing roots and around the engine nacelles.

RESIN

With so much attention to detail having been lavished by the manufacturer both inside and outside the airframe, it was disappointing that the main wheels appeared so basic. I chose, therefore, to replace the kit examples with resin items from Eduard's own Brassin range (648052). These proved to be beautifully cast in the now familiar soft grey resin, and featured impressive detailing with realistic casting seams on the otherwise smooth tyres. Cast as solid, single-piece items, the resin wheels are also far simpler to clean up than the two-piece styrene examples supplied in the kit, which have cemented seams running around their circumferences once assembled. Disappointingly, however, the resin wheels lack the weighted appearance of the real items when bearing the weight of an airframe,



and so required filing flat.

The wheels were painted using a similar process to that already described above, the tyres being roughly coated in Dark Earth enamel to replicate wet mud. This was supplemented with paler hues to give the impression of an older, drier coating that I felt suited an aircraft operating from the primitive grass airstrips of the Russian steps.

My other resin purchase was a set of exhausts from the Quickboost range of accessories (QB48167). These resin items are designed to be used with the Fujimi kit, but being moulded as four complete units (as opposed to the Eduard items which comprise four separately moulded back plates and twenty-four individual exhaust outlets, which must be methodically assembled), the small amount of fettling required to make them fit promised to be far less time consuming.

MOTTLE AND SQUIGGLES

The airframe was initially treated to an overall shadow coat of dark brown enamel. By applying the camouflage colours onto this dark basecoat

in a marbled fashion and allowing hints of it to remain visible, an instant weathered appearance was achieved.

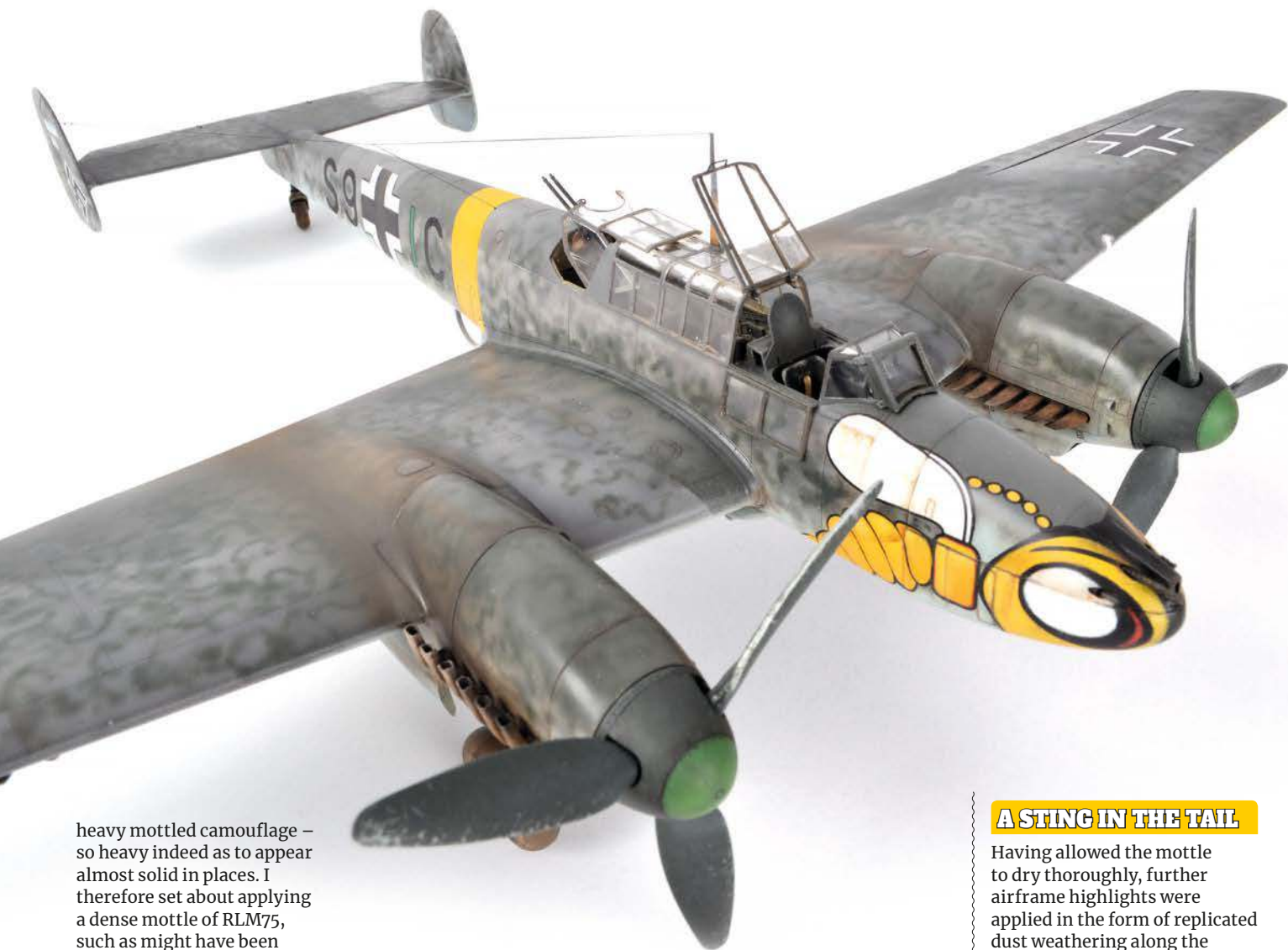
Before the first of these could be applied, however, the lower wing tips and fuselage theatre band were painted yellow. When dry, these areas were masked and the majority of the airframe was airbrushed in RLM76, Lichtblau (ACW15). Next up was the lighter of the two greys (RLM75 – ACW14) followed by the darker RLM74 (ACW13).

Torn paper masks were used to create the soft, ragged-edged demarcation line on the fuselage sides, whilst strips of household masking tape were used to mark out the upper wing camouflage patterns. These darker camouflage colours were also applied using the marbling technique detailed above.

Some highlight weathering was then applied using toned-down shades of the original colours, though this was kept to a minimum as I intended to add more once the mottling had been completed.

There are some very good period photographs of the crashed S9+IC, and these show the aircraft to have had its pale blue sides over-sprayed in a





heavy mottled camouflage – so heavy indeed as to appear almost solid in places. I therefore set about applying a dense mottle of RLM75, such as might have been applied to the factory-fresh aircraft, interspersed with some darker RLM74 patches.

In accord with the Eduard instructions, the monochrome photographs clearly show areas of very dark mottle that had doubtless been field-applied in great swathes along the fuselage sides and up the rudder line of both tail fins. In common with other aircraft of ZG1 at that time, S9+IC also featured a pattern of squiggles that covered the flying surfaces. These appeared far subtler than the heavy fuselage mottle, though they still appear darker than the original

camouflage colours beneath.

There were very few official RLM colours darker than RLM74, with the notable exception perhaps of RLM70 Schwartzgrün (ACW02). This shade then seemed a logical choice to me for the field-applied additions and Eduard agreed, suggesting the same shade in their colour guide (no matter what kit instructions suggest with regard to colour schemes, I always like to reassure myself of their accuracy by referring where I can to period photographs, though this process relies heavily on conjecture and interpretation when monotone images are used).

The random fuselage mottle was quickly accomplished, but the squiggles took slightly longer to apply. I used a thin paint mix (the consistency of skimmed milk) and a low air pressure setting on the compressor, running the paint through my Hansa 381 airbrush equipped with a 0.3 needle and nozzle.

Holding the tip of the nozzle

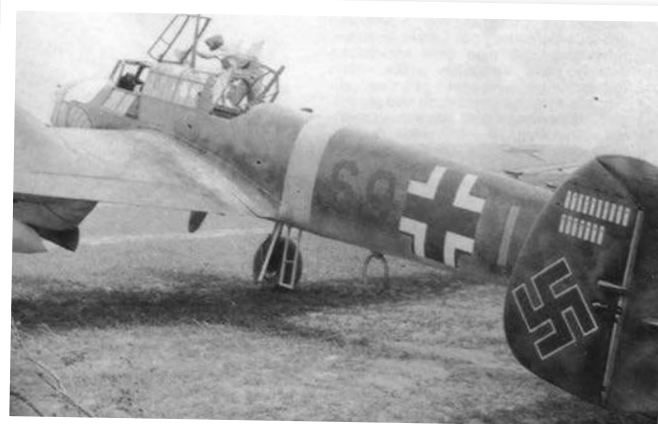
very close to the surface of the model (no more than one to three millimetres away) and using quick, jerky movements of the airbrush, I was able to obtain thin squiggles that appeared similar to those pictured. It should be remembered that achieving a tight, in-scale pattern is not necessarily due to the diameter of the needle and nozzle being used but the distance from the model that the airbrush is being held. The closer the airbrush to the model the tighter the spray pattern.

A STING IN THE TAIL

Having allowed the mottle to dry thoroughly, further airframe highlights were applied in the form of replicated dust weathering along the wing trailing edges and the wing root walkways. Control surfaces, hatches, fuel filler caps and other moving parts were emphasised with dark washes, and heavy exhaust staining was applied along the upper and lower wing surfaces and engine cowlings.

Several generous coats of gloss varnish were then airbrushed over the entire airframe to protect the delicate airbrushed work, which was flatted and polished





when dry to provide the ideal base for the decals.

It was a pleasant surprise to find a Cartograf-produced sheet in the kit, as over the years these have mostly been replaced by Eduard-produced decals of a slightly inferior quality (although Eduard decals are impressively thin and conform readily to most curved surfaces, the colours used, in my experience, are often questionable). The large Cartograf sheet looked stunning, the decals being printed in glorious colours with everything in perfect register.

However, my confidence in the quality of the decals led me to underestimate the difficulties that might arise during application, so I therefore ignored my doubts about the ability of the large wasp-head decals to conform to the tight curves of the aircraft's nose. After applying



the majority of markings, it quickly became obvious when attempting the first of the wasp heads, that even following copious amounts of softening solution, it was not going to soften sufficiently to conform.

The trial head was therefore removed, secured to a fresh piece of decal backing paper and patted dry for later use. There seemed no other option, therefore, than to attempt painting the complicated nose art, at least in part.

I began this task by placing a thin pane of glass over the

unused wasp head decal, onto which I replicated the outline of the head using thin, flexible masking tape stuck directly to the glass. Further strips of household masking tape were then added to create an outline mask. Carefully removing this from the glass pane, the mask was then lightly pressed onto the port-side nose of the model and chivvied into position. To ease the painting process, I decided to airbrush just one side at a time, allowing the paint to dry before attempting to paint its opposite number.

The area to be painted was lightly scuffed with 3200 grit sanding cloths to remove the previously applied sheen, and a dark brown base coat applied. This was followed by a subtle coat of yellow enamel, sprayed so as to leave some of the basecoat visible, thus ensuring the finished design would share the airframe's weathered appearance.

The process was repeated on the starboard side before the wasp-body decals were applied.

These settled comfortably onto the flatter fuselage sides but looked conspicuously bright compared to the painted areas of the wasp emblem. These areas were therefore airbrushed over with various yellow shades, which required that the entire nose, including the painted heads and those areas of the wasp decals that didn't require overpainting (such as the white wings) be masked.

I could not use masking tape for this job and run the risk of pulling the decals off when removing the tape, so masking fluid was utilised instead. The rubberised masking medium was freely brushed onto the nose and over the decals, but avoiding those areas to be painted. Yellow enamel was then applied over the exposed areas, and when partially dry, the rubberised mask was removed. A thin brush dampened with white spirit was then used to clean up any overspray, particularly from those areas that had proved too troublesome to mask, such as the thin black lines in which the wasp emblem was edged and segmented.

Having left the paint to



Eduard's quarter scale Bf 110 perfectly captures the brutal beauty of the real aircraft



harden for a couple of days the nose art was then weathered, whilst the shallow panel lines – barely visible now beneath the decals – were emphasised using brown and black enamels and highlighted using pale yellow hues.

It had been my intention to trim the wasp-head decals and utilise the eyes, but these reduced decals still refused to conform to the tight contours of the Messerschmitt's nose. There was nothing for it, therefore, but to cut masks for the eyes also. These were made from artist's masking film, once again using the original decals as templates. Initially, the black sockets were painted, which once dry were over-painted with the whites of the eyes. Finally, the emblems were appropriately weathered.

FINALE

Several layers of gloss varnish were now airbrushed over the decals and left to harden. These areas were then wet-sanded to reduce the depth of the decals, a process that was repeated until a smooth, painted-on look had been achieved. Special attention was, of course, paid to the painted nose art, where the unavoidable ridges in the paint required levelling.

Once I was satisfied with the surface appearance I began bringing all of the pre-painted sub-assemblies together. The landing gear is nicely rendered, though the bay attachment points are fragile. I took the precaution this time around of inserting thin steel rods into the tops of both legs and drilling corresponding holes into bay

firewalls into which they were now slotted. The tail wheel too was similarly modified and slotted into position.

The glazed entry panels were affixed to the canopy in the open position and the twin machine gun mounted in the rear of the cockpit. The resin exhausts required further fettling before they would fit, and an aerial wire was strung using Eschi von Rosten elastic thread. As always, the final task was to insert the propellers into their respective sockets, and my second Eduard Bf 110 was ready to join its predecessor.

CONCLUSION

Eduard's quarter scale Bf 110 perfectly captures the brutal beauty of the real aircraft. The level of detail, especially in the cockpit and nose-mounted gun bay are second to none. The external surface detail

too is lavish, though so subtly engraved that much of it is all but invisible under a coat or two of paint, decals and varnish. The Cartograf decal sheet is stunningly printed, though the inability of the decals to conform to the tight curves of the nose was disappointing, and would have proved to be a minor tragedy had I been unable to paint the wasp emblems.

The small, Eduard-printed stencil sheet is equally impressive, but stencils were not used in this instance because of the heavy field-applied camouflage which would have obscured those details entirely.

This is not a shake-and-bake kit and requires that the modeller has some experience, and with that caveat, I thoroughly recommend it.

My thanks go to Eduard for providing the sample kit.

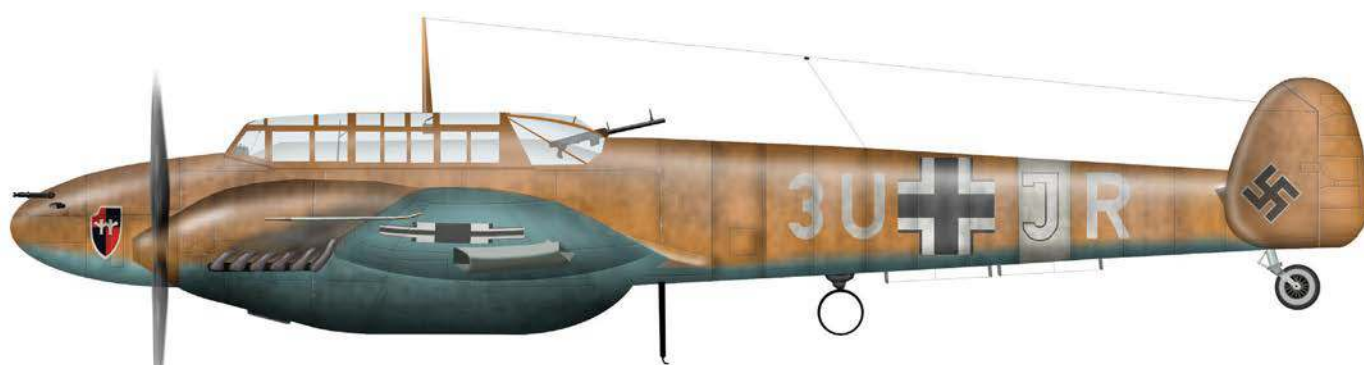


MESSERSCHMITT BF 110

BY RYAN DORLING



Messerschmitt Bf 110-E4 G9+GP, W.Nr. 2654 flown by Leutnant Helmut Niklas, 6



Messerschmitt Bf 110C Zerstörer 7.ZG26 (3U+JR) North Africa 1941-OA



Messerschmitt Bf 110D-0, Werk # 3154 Zerstörergeschwader 76 (ZG 76)



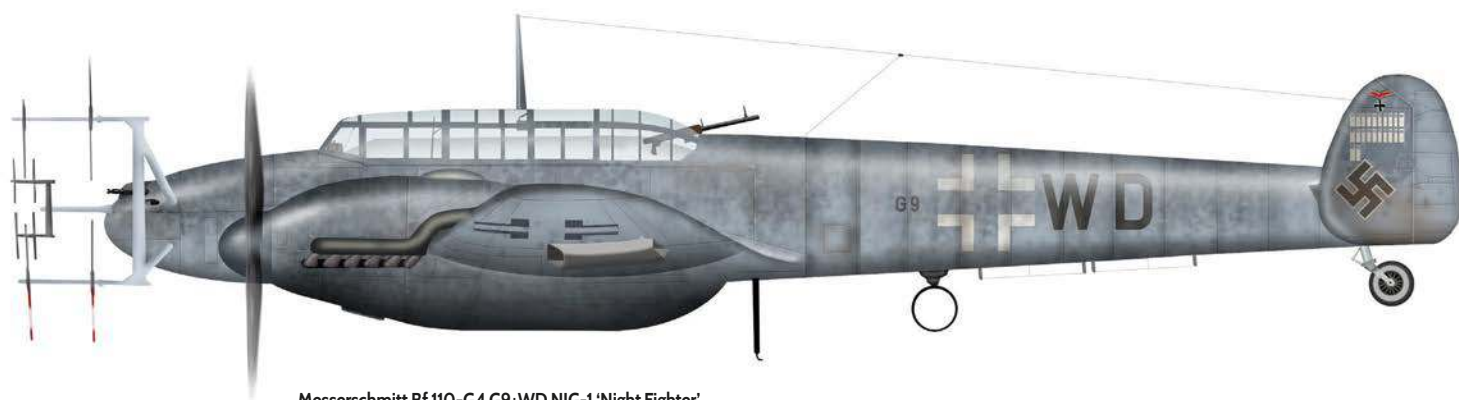
Messerschmitt Bf 110 C1 of Lehrgeschwader 1 Polish Campaign



Messerschmitt Bf 110 C4 II-Schnellkampfgeschwader 210 Op Barbarossa Eastern Front 1941



Messerschmitt Bf 110-G4/B2 IV./NJG1 Helmut Lent Werk Nr4883, Belgium 1943



Messerschmitt Bf 110-G4 G9-WD NJG-1 'Night Fighter'



Messerschmitt Bf 110-D 3U-FM 4-ZG26 Balkans, Spring 1941

1/48

BRISTOL BLENHEIM MK.1F

BY PETER BARKER

FEATURE



FORGOTTEN FIGHTER

Airfix 1/48 Bristol Blenheim Mk.1F by Peter Barker

BRITAIN FIRST

The first of the Bristol Blenheim series of light bombers flew as early as 1935, after Lord Rothermere had challenged the British aircraft industry to build a high-speed transport plane. Rothermere had been concerned by contemporary German high-speed designs and had asked British industry to build an aircraft to compete. Bristol already had a suitable machine on the drawing board

– the Type 142, which was nicknamed “Britain First” and flew on the 12th of April 1935. The Air Ministry ordered the bomber version of the type straight from the drawing board, with “Britain First” serving as the only prototype.

The Blenheim served across the globe, fighting in Europe, North Africa, and in the Far East during the unsuccessful defence of Malaya and Singapore. It was a versatile machine, even pressed into service as a heavy fighter with an underbelly arrangement

of four machine guns, but it was often outclassed by the enemies it came up against.

Later versions featured twin turret guns as well as a ventral turret under the nose. The Mark IV introduced a radically different nose, giving the bombardier more room, but otherwise the basic design remained unchanged.

Today a handful of Blenheims survive in museums as proud testaments to the men who flew and fought in them. A single airworthy example is operated from Duxford

as L6739 by ARCO (Aircraft Restoration Company) and flown regularly at airshows in the UK by the immensely talented John Romain.

BIG RED BOX

The kit is packaged in the current iconic Airfix style. The box art shows L6739 cruising over a snow-filled landscape, and is rather peaceful compared to images featured on other recent releases. It may be intended to depict G-BPIV – ARCO’s airworthy Blenheim, in



This is a lovely kit. It goes together with little fuss and includes as much detail as most modellers will need

which case guns and fireworks would hardly be appropriate.

The box is full to the brim, containing seven grey sprues and one clear, which is bagged separately from the rest to prevent damage. The grey plastic is Airfix's standard and once you start handling it you could

probably tell who produced it with your eyes closed.

Surface detail in most parts is excellent. There are raised rivets, flush rivets, and raised and recessed panels. I'm not convinced by the depth of the panel lines, however; they look just a little too profound for my tastes. I may revise my

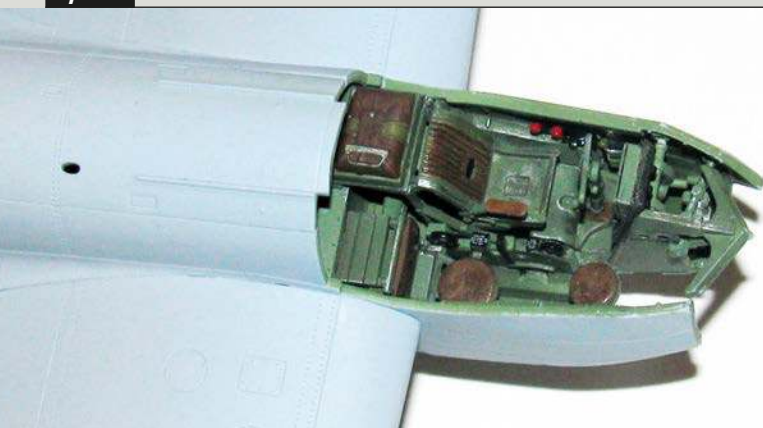
opinion once I have applied a coat or three of paint, but previous experience suggests that that will not be the case.

The instruction sheet is large and due to the complexity of the kit, it has 116 assembly diagrams. Paint callouts are in Humbrol numbers only, which I always find a pain since I never

use them. One of the first things I normally do when painting a model from Airfix is to write translations into Tamiya on the sheet as I read through it.

This model contains a large number of pieces and you will be using virtually





all of them for the build. The two schemes on offer are for a day fighter, L6739 in earth/green/black camouflage, which was based at RAF Wittering in February 1940; or K2159, in overall black, which was a night fighter at RAF Church Fenton in December 1940. K2159 uses the radar aerials, which are included, and there is a subtle difference in the port engine cowling to accommodate one of these, but apart from that, the builds are identical.

Other options include undercarriage up or down (although no stand is included), open or closed pilot's hatch, and flaps up or down. All control surfaces are supplied separately to allow them to be positioned dynamically. The rears of the engine cowlings are supplied with cooling flaps open or closed and a pilot figure is included.

Curiously, there is no option included to show the turret in the retracted position, although this shouldn't present too much of a challenge if desired.

LET'S START BUILDING

The design of this kit is very modular. It's like a series of super-detailed little models which eventually come together to produce one large super-detailed model. Personally, I like this construction method since it saves me having to think too far ahead, something I try hard to avoid.

We start with the bomb bay – redundant on a fighter – and since we ARE building a fighter rather than a bomber, Step 3 calls for the bomb bay doors to be cut from the central bulkheads of the bomb bay. It's easily done with a sharp scalpel along the cutting line moulded in the parts, after which this module grows to

include more interior detail and a pair of substantial wing spars.

We then move on to the pilot's seat with its associated support frames and controls. This little assembly comprises ten parts (13 if you count the rudder pedals and instrument panel, which are added later), and is beautifully detailed. It demands careful painting since it will be very, very visible through the nose glazing on the finished model, particularly if you leave the pilot's entry hatch in the open position.

As with most RAF aircraft of the period the fuselage interior and most of the cockpit is finished in "cockpit green", for which I used Tamiya XF-71 Cockpit Green followed by some local shading with X-19 Smoke. The relevant knobs and whistles were picked out in black, red, and silver to create a nice busy effect, with the seats painted in an appropriate leathery fashion. The editor supplied Eduard's brass etch set (49935) with the kit and this helped embellish the cockpit even more, particularly replacing the rather soft detail of the instrument panel.

Decals for the panel come with the kit, but Eduard win every time in this area, and I was very impressed by the raised clear lenses on

the individual dials which Eduard now seem to offer as standard on new sets.

No seat belts were supplied, either by Airfix (why ever not?), Eduard, or the editor. These vital items were sourced elsewhere and then the two fuselage halves were brought together. The fit was excellent with only the front edges needing some taping and clamping to get a good join.

Once this section was complete, I couldn't help but wonder at how cramped it all looked. Airfix have done a fantastic job in this area, and you could almost imagine yourself flying into battle.

MORE LOVELY DETAIL

Ignoring the order of the instructions, the next assembly I addressed was the turret. This is made from ten highly detailed pieces including the gun and clear parts. It is assembled using a jig supplied with the kit to ensure all the various parts line up properly, and this proved to be really useful.

The main turret structure was also sprayed cockpit green with the gunner's seat in leather and the odd hydraulic ram in silver. Unlike the cockpit this won't be terribly visible but it's nice to know it's there. The turret transparency is a masterpiece as are all the clear pieces, of which more later!

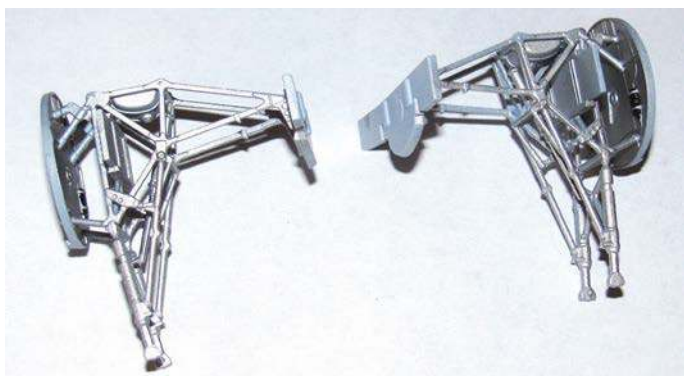
THE UNDERCARRIAGE – A CORNUCOPIA OF STRUTS

The "up" option for the undercarriage comprises four parts each side. If assembled "down", however, each side uses 12 parts, which might have been a problem but for Airfix's superbly clear instructions and the almost perfect fit of the pieces ("almost" because some of them suffered from more flash than might be expected from a brand-new mould).

Each side is identical apart from the wing spars, and the part numbers clearly show which of these to use on which side. The colour callout for the whole assembly and the interior of the wheel wells in the wings is aluminium. I used Tamiya XF-16 Matt Aluminium with some Smoke shading, after which I picked out the oleos and the hydraulic actuator rams in X-11 Chrome Silver.

The tyres have a flat spot moulded on them and





were sprayed XF-85 Rubber Black. They also have the manufacturer's name moulded on the sidewalls: ever heard of Donlor? A copyright issue, I suspect prevents them from using the Dunlop name.

The wheel wells were embellished slightly with more of Eduard's excellent brass, but the bits destined for the undercarriage legs themselves ended up feeding the carpet monster.

One downside to this complexity is that it needs to be added before the wings can be assembled, which means it's all going to be out and vulnerable for the rest of the build. My record of knocking bits off is not good, so...

MOTORS, TWO

As with the other modules, the powerplant assemblies build up separately and with good

levels of detail. The engines themselves are curiously moulded on what appears to be a bulkhead with the cylinders appearing on both sides of it. To this are added the pushrods at the front and the inlet manifold at the rear, with the reduction gear casing finishing off the effect at the front.

I painted them in a selection of blacks, silvers, and gunmetal with a slight oil wash to add depth, and there were some brass additions, once again courtesy of Eduard. The exhaust collector rings, which also form the front of the cowlings are made of two pieces each and looked fantastic under a coat of paint. This colour I mixed in the airbrush cup using X-22 Clear, X-12 Gold Leaf, XF-6 Copper, and a hint of X-10 Gunmetal.

Each engine features



a pair of tubular intakes protruding between cylinders, and these parts are subtly different in shape for each of the options. This attention to detail is welcome, but it came as a surprise in 2018 that I needed to drill out the ends of these components. The same situation arose later in the build with the muzzles of the machine guns. Come on, Airfix! It's called slide-mould technology and a manufacturer of your standing should be using it.

The cowlings' interiors were sprayed matt aluminium and then the completed power eggs were put aside, ready to be painted to match the rest of the airframe.

THE AIRFRAME COMES TOGETHER

With the fuselage closed up and the wings completed (undercarriage still intact!), it was time to bring it all together. The wings slip easily onto the protruding wing spars and matters of dihedral are immediately dealt with without drama.

The wings themselves are a perfect fit, but each has a fillet to fair the trailing edge into the fuselage and these do not fit at all well, with gaps appearing all around them. Filler to the rescue! And while the filler was out I spotted sink marks on both wing roots which also needed



attention; this was definitely the weakest area of the build.

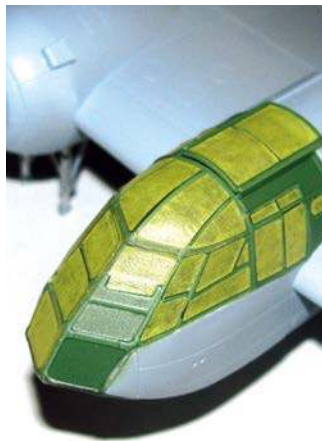
I'd decided early on in the build to fit the flaps in the closed position since they would hardly ever be deployed on the ground. To do this you will need to mete out violence on much of their internal detail to make them fit, but this is clearly explained in the instructions.

The tailplanes comprise top and bottom sections, each with its elevator sandwiched between them. These could even be left to hinge up and down if that's what you want: a real slice of the 1980s. The completed tailplanes fit into sockets either side of the fuselage, possibly the most accurate and secure locations I have ever come across. Once again, no dihedral problems here.

Like the elevators, the rudder is a single piece, beautifully moulded with lovely subtle rib and fabric detail, and trim tab.

LOVELY CLEAR BITS

The clear sprue is a work of art in itself. The two main sections of the nose glazing are particularly fine, with the areas requiring paint having



a slightly frosted finish to make life easy. I used Eduard's canopy mask set (EX627); this included masks for the inside of this area, which is a much better option than painting the interior colour from the outside when so much is on view.

The fit of all clear sections is immaculate: just take your time to attach each piece separately and let it dry before moving on to the next.

WHICH COLOUR?

As outlined above, Airfix offer two colour schemes. Our stalwart Editor supplied me with Euro Decals sheet ED-48115, which gave me six



further options to choose from. Apart from the standards of overall black or earth/green/black, there is one aircraft in RAF tropical earth/stone/azure and another from the Fleet Air Arm in dark slate grey/extra dark slate grey/sky.

After much head scratching, I decided on an aircraft from 601 Squadron based at Hendon during the Battle of Britain. This carried the standard earth/green camouflage on top, but underneath it was a variation of the Fighter Command's black and white scheme, applied in an oddly asymmetric way that appealed to me. Since no serial number is known for this aircraft I did some research and

came up with L6617; it certainly passed through the hands of 601 Squadron at that time, and that's good enough for me.

Painting followed my usual methods and started with a coat of Tamiya Fine Surface Primer. There followed a session of pre-shading (panel lines, etc) in X-18 Semi-gloss Black after which the port wing and tailplane were given a coat of X-2 White. This was masked appropriately and the other wing, fuselage and tailplane were sprayed with XF-85 Rubber Black, along with the port aileron and elevator.

The camouflage itself was laid down with my own mix of Dark Earth and XF-





This is a kit I can totally recommend. It fills a major gap in available 1/48 RAF aircraft and does it very well

81 Dark Green (RAF), with masking made from white tack sausages to create a soft edge between the two colours. Gloss coats followed in preparation for the decals, which went down perfectly, settling into the depths of the panel lines without recourse to setting solutions.

With all this done, I had to consider the pros and cons of weathering the airframe more than I had already done with my pre-shading. I'm generally wary of pin-washes anyway,

and the depth of the panel lines in this case, suggested that it would have looked ridiculous. I also bore in mind that at this point in the war 601 Squadron was mainly made up of millionaire pilots, and

even during the height of the Battle of Britain I suspect their aircraft would have been kept in the best possible condition.

I simply applied some gentle shading with X-19 Smoke to blend it all together before sealing it all in with matt varnish from a rattle can.

THE LAST ADDITIONS

Now I added the previously built turret. It features a form of bayonet fit, which is intended to lock it in place once you turn it slightly, and is designed to turn freely in the manner of the original for about half a rotation. Pitot head, venturi tube, and antenna were also fitted, along with an aerial wire from clear knitting elastic, and rudder control cables (easily overlooked) from stretched sprue.

CONCLUSION

This is a lovely kit. It goes together with little fuss and includes as much detail as most modellers will need. The only areas I feel let it down are the fit of the wing root fillets, the depth of the panel lines, and the lack of seat belts. This latter is a real puzzle to me these days, and Airfix are certainly not the only offender, but all aircraft have seat belts so why not the kits?

That apart, this is a kit I can totally recommend. It fills a major gap in available 1/48 RAF aircraft and does it very well. Airfix are currently at their peak and I look forward to the (hopefully) inevitable variations on the theme from this manufacturer: Mk I bomber, Mk IV, who knows, maybe even a Mk V. My sincere thanks to Airfix for giving me the chance to build this wonderful kit.





A SPECIAL

LANCASTER

Airfix 1/72 Lancaster B.III (Special) by Garth Nicholson

The Dambusters raid in 1943 (Operation Chastise) needs little introduction, being one of the most famous bombing missions in history. Likewise, the Avro Lancaster is probably the best known British heavy bomber of WW2. As such, over the years, several kit manufacturers (including Airfix, Revell and Hasegawa) have offered their own 1/72 versions of the modified B.III

(Special) Lancasters used in the raid. The Airfix version featured here is their new-tool kit, released in 2012.

THE KIT

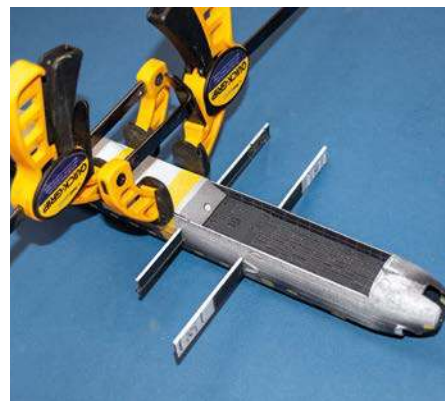
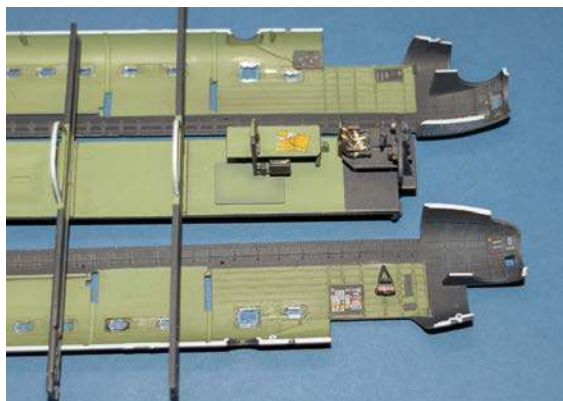
First things first: On opening the sturdy top-opening box, you are faced with a lot of plastic; six grey sprues, one transparent. Quantity certainly isn't an issue here! On further examination, it becomes clear that quite a few

parts will not be required, such as the bomb bay doors, bomb racks, radar bulge, mid-upper turret and various other minor items. It appears that several versions of Lancaster could be built with the contents, with only the appropriate additional decals being required.

Instructions are in the form of a 21-page booklet printed in black and white, containing 110 assembly steps. A separate sheet printed in colour shows the two

marking options provided by the Cartograf decals: Option "A", AJ-E flown by Flt. Lt. Robert Norman George Barlow, DFC, and Option "B", the reserve aircraft AJ-T flown by Flt. Lt. Joseph Charles McCarthy, DFC.

A nice touch is the inclusion of a bomb trolley and "Upkeep" mine. In the past, some of the larger Airfix kits contained vehicles to complement the aircraft, and it's good to see them keeping up this tradition.



THE COCKPIT

I started construction as per the instructions, assembling the main spars and cockpit after pre-painting the various components. I used Tamiya XF-71 Cockpit Green and XF-63 German Grey for the fuselage interior – I opted for German Grey in order to give a bit of lightness to what

would otherwise have been a very shadowy, pure black finish hidden behind the glazing. I did notice that the flight engineer's panel on the starboard cockpit side was shown as green, but I believe it should be black, in order to be a correct background colour for the decal that represents the dials and switches.

A decal is also provided for the instrument panel, which I had to cut into sections and trim the carrier film in order to get everything to fit. I picked out the throttle knobs in red, and various other small raised details around the cockpit in yellow, red, and green.

The navigator's table and seat assembly wasn't a particularly positive fit, resulting in some modifications being required to the mounting hole positions on the cockpit floor, but it is quite possible that these modifications could have been avoided if I had aligned the parts slightly

differently. A nice touch is that Airfix supply a decal representing a map of the route to the Ruhr Valley placed on the table, and yes, it is visible in the completed model.

The pilot's seat is nicely moulded in two pieces and includes armrests. Once painted and weathered, and the yellow circle decal applied to the armoured headrest, it really looks the part. Complementing the seat is a control column and yoke (which requires care when fitting since the location hole was slightly too big), the instrument panel, and rudder pedals.

A flight engineer's seat is also provided, the top of which was painted brown to represent its leather squab.

All the seats were fitted with generic Eduard pre-painted harnesses from my spares box.

FUSELAGE

Some modification was required to the bomb-bay roof, which is a simple job involving scraping some raised detail off in the vicinity of the mine cradle stiffener. Four 1 mm diameter holes required drilling for the mine mechanism's hydraulic motor. Four 1 mm diameter holes are also called out for drilling for the mine cradle; however, I found that 0.75 mm holes gave a more positive location. The bomb door location points on the fuselage also required removing with a scalpel.



After dipping in Klear, all the fuselage windows were then secured using Formula 560 canopy PVA. Once these were set in position, a test fit of the fuselage's internal structures revealed some fit issues. Firstly, the fuselage halves refused to form a gap-free fit. This was dealt with by carefully removing all traces of paint from the mating surfaces and slightly narrowing the bomb bay floor by sanding.

The second issue was more difficult to eliminate: The lower front fuselage halves were warped, making a good fit impossible. I heated the offending areas with a hairdryer before bending them into shape as much as I dared. Having had previous experience with the rather odd combination of soft yet sometimes brittle Airfix plastic, I reluctantly decided to compromise. The fuselage halves were clamped together and glued sequentially with Tamiya extra thin cement.

At this point, I made the first significant deviation from the instructions. Given that I knew that the forward fairing for the bomb bay (Parts G14 and

G18) would not fit the now-compromised forward fuselage profile, I opted to glue them together, eliminate the central seam, and fit them to the fuselage. I could then deal with the remaining mismatch more easily. This was ultimately achieved by judicious use of Milliput, blending with sanding sticks, and re-scribing the panel lines lost in the process.

The bomb bay rear fairing (Part G15) fits much better, although it still required clamping in place and some filling to get a perfect result. All the preceding corrective work would have been much more difficult had the wings been fitted to the fuselage, hence the skip from Step 21 to 77.

The ventral signal lamps (H22) were dotted with Tamiya X-25 Clear Green, X-26 Clear Orange and X-26 Clear Red, and a strip of aluminium Bare Metal Foil applied to the back to form a reflector. This was attached to the fuselage before closing, again using PVA.

Once again, I deviated from the instructions and fitted the front turret fairing (D25) before adding the turret. This avoided some complex and

risky masking had the turret been in place. The fairing was slightly warped and needed coaxing to fit properly. Once in place, however only minimal filler was required around the joint. Similarly, the assembled rear turret fairings (D3 and D4) were fitted to the fuselage without the turret.

Two inserts featuring viewing blisters need to be attached to the canopy; as usual I used Formula 560 PVA. After dipping the assembly in Klear to give a nice shine (as I did with all the other transparent parts) I masked the whole thing using the Eduard die-cut masks available specifically for this kit (I'd consider these an essential accessory since they saved me many hours of time on this build). On the whole, they fitted very well, although a few needed minor modifications using Tamiya masking tape.

The set also contained masks for the turrets and all the fuselage windows, as well as the wheel hubs. Once masked, the canopy was attached to the fuselage using PVA, a water-diluted mix subsequently being wicked around the join as a filler. I opted to fit the separate astrodome during final assembly to simplify masking.

The bomb-aimers window in

the forward fuselage required some sanding to fit accurately but eventually mated up nicely with the bomb-aimers dome. The dome itself was masked around its periphery using the Eduard items, and the remaining areas filled in with a mosaic of Tamiya tape. Any dodgy-looking joints were covered in Micro Mask fluid as a precaution.

I decided to drill out the missing escape hatch portholes on the fuselage spine and glaze them using spare parts from the transparency sprue, filed into shape. These were masked using Tamiya tape circles punched out using an RP Toolz punch and die set.

WINGS AND TAIL

Firstly, don't remove the small blocks on the leading edges of the wings – I believe they represent barrage balloon cable cutters. I mistakenly removed one before realising my error...

After completing the fuselage, I picked up the instructions again back at Step 22 – attaching the wheel well rib assemblies between the main wing spars. These were a good fit, only requiring PVA to tack them in place. It's worth noting that there are small triangular fillets on the rear edges of Parts D17 and D18 which must fit towards the inside of the wells.

I pre-painted the wheel well bays and flap housings as per the instructions. A MIG dark wash was applied, in conjunction



I would say that this kit would be most suited to more experienced modellers, but it is well worth the effort required



with Tamiya weathering powders to add some depth to the raised details.

A test fit of the wing halves resulted in all internal mating surfaces having to be relieved of their paint, after which the fit was pretty good. I had snapped the end off one of the spars during fuselage assembly, and it resolutely refused to remain in place when I attempted to repair it with glue. Luckily it had nowhere to run once placed within the wing recesses.

I used PVA on all the internal interfaces before clamping the wing halves together with clothes pegs and applying Tamiya extra thin cement around the external joints. The resulting wing root to fuselage joints were good, requiring only

a small amount of Milliput, smoothed with a damp cloth.

The landing lights in the underside of the port wing were dipped in Klear, and aluminium Bare Metal Foil was applied to the back. I'm not sure if the dimples in the back of the lights were sink marks or deliberate representations of bulbs, but either way, they looked nice once fitted.

You can choose to mount the flaps assembled extended or retracted, and these are well detailed; I opted to show them extended. Once painted and weathered, they look almost as convincing as photo-etch items.

GUN TURRETS

The front and rear gun turrets are well rendered, with enough internal features to give a realistic impression when viewed through their transparency framing. The guns themselves seemed slightly too large in diameter, but looked good once the barrel ends were drilled out. The cooling jacket slots are represented, although they were a bit hit-and-miss

in terms of their depth. A set of Master Model brass barrels would significantly improve the fidelity of the model in this area.

ENGINE NACELLES

The engine nacelle halves were generally a good fit, although I did have to remove some material from the engine bulkheads on the inners to prevent them from being sprung apart. It's worth checking this before painting the bulkheads, which are nicely detailed with oil tanks, pipes, and various other fittings.

The radiators and their ducts (F11, F12, F13, and F14) were pre-painted and weathered with a dark wash and gunmetal weathering powder before fitting. To add a bit of refinement, the solidly-moulded air intakes (F1, F2, F3, and F4) were carefully drilled and hollowed with a Swann-Morton No.11 scalpel blade tip, before attaching to the nacelles.

Skipping to Step 99, I decided to modify the four F29 nacelle fronts to simplify assembly and painting. I cut the radiator intakes from their circular propeller mounting plates using a razor saw. This allowed detail painting and weathering of the ducts and fitment to the nacelles separately. It also enabled me

to deal with any filling and re-scribing without having the propellers in the way.

I fitted the propeller mounting plates, complete with the painted propellers, during final assembly, thus eliminating the need for four lots of tricky masking. The propellers themselves required some fettling, as their tips had different profiles – some had three significantly different tip shapes on one propeller.

The fit of the nacelles to the wings was trouble-free, requiring minimal filler around the joints. The same could not be said of the upper wing/nacelle transition pieces (F6, F7, and F8), none of which fitted snugly, resulting in some significant gaps. I opted to get each one into a best-fit position, using Blu-Tack on the end of a cocktail stick, before wicking Tamiya extra thin cement wherever they touched the upper wing.

The remaining gaps were then filled with Milliput and sanded smooth. Since these joints should have formed panel lines, these all had to be manually scribed into the Milliput.

UNDERCARRIAGE

The undercarriage on this kit is very well represented, with all the primary linkages and actuators present. The knuckle joints on the main diagonal braces are a little crude, but otherwise the impression of complexity is good. I referred to online images for detail painting of these items.

I added some brake pipes from lead wire, which I routed to cover the sink marks I'd missed on the upper stanchion fabrications on the main legs. The design of the main legs is such that they have to be assembled into the wing/nacelle assembly before





adding the aforementioned transition pieces. This leaves the legs in a vulnerable position during the remaining assembly steps, and they also have to be carefully masked before painting can begin.

The wheels are very nicely represented, complete with flatted tyres. I sprayed the hubs in Vallejo Air 71.062 Aluminium before treating them to a dark wash and gunmetal weathering powder. The tyres were brush-painted by first wicking highly thinned Tamiya XF-85 Rubber Black around the hub with a fine brush. The colour was built up in this area over a few coats. The rest of the tyres were then blocked in with un-thinned paint. I find this method of painting tyres much quicker and easier than masking, assuming there's a decent step between the hub and tyre.

The undercarriage doors feature retraction stays, but required that several prominent ejector pin marks be filled on their inside surfaces. The tail wheel is nicely represented with its twin-tread tyre (I believe this was an anti-shimmy measure) and snapped easily into its one-piece yoke. Finally, I applied Tamiya Mud Weathering Powder to the periphery of all the tyres.

PAINTING, DECALS, AND WEATHERING

I applied my usual RAF top camouflage scheme: A combination of Vallejo 70.890 Reflective Green and 70.879 Green Brown, all pre-shaded with Tamiya XF-69 NATO Black. I used Blu-Tack rolled into thin sausages and infilled with Tamiya tape to get a slightly feathered edge to the demarcations. After a protective coat of Klear I hard-masked the fuselage

and wing demarcations with Tamiya tape, before spraying the undersides with Vallejo Black, pre-shaded with Vallejo 70.990 Light Grey.

After de-masking, and an overall coat of Klear, I began applying the decals. On the whole they went on well, although they did seem more prone to silvering than usual. This was particularly evident on the fuselage squadron codes and the wing walk strips. My usual method of setting such decals on dabs of wet Klear didn't work as well as on past models, and some dotting of paint was required in places where the silvering was worst.

It's worth noting that there are some small black stencils printed on the dark blue parts of the upper wing roundels. These aren't noted in the instructions and would have driven me mad had I not picked them up before placing the decals.

After another coat of Klear to seal the decals I applied a

dark wash to the upper surfaces and a neutral wash to the black areas. This highlighted the surface details quite nicely, although several coats of neutral wash were required before it became noticeable over the black areas. I also used raw umber oil paint to represent oil streaks, dotted onto masking tape applied along selected panel lines and swept back over the wings with a wide brush moistened with thinners.

Next up was the exhaust staining. I opted for thinned Tamiya German Grey, airbrushed onto the wings, nacelles, and tailplanes in very light coats. To leave them appearing cleaner I carefully masked the exhaust flame shields beforehand. The German Grey was effective on both the upper and lower camouflage. I deliberately omitted the buff colour staining often seen after a long mission, since I assumed that when depicted with the Upkeep mine in place the aircraft would have been cleaned of all but residual staining.

I did get a bit carried away and erroneously applied upper wing staining to the outer engine exhausts. It was usual for the staining from these outermost exhausts to be present only on the undersides of the wings due to the dihedral. Oh well.

At this stage, I sprayed the whole model with Winsor & Newton Galeria Matt varnish,

and once dry, de-masked all the glazing. There were a couple of areas of paint bleed, but these were easily remedied by gentle scraping with the tip of a cocktail stick moistened with Vallejo airbrush thinners.

Finally, using a large, soft brush, I lightly brushed the whole airframe with Tamiya Oil Stain Weathering Powder, which subtly highlighted the raised details on the airframe.

FINAL ASSEMBLY

Final touches were the aerial wires, made from Uschi van der Rosten fine elastic thread and secured onto the canopy and fins with PVA. Dots of buff-painted PVA represented the insulator beads. I'm not 100% sure these aerals were fitted in reality, but they are shown on the box art and they add some interest. I also made a small ventral antenna from stretched sprue, and PVA'd it into a hole drilled into the port rear fuselage, adjacent to the long horizontal aerial supplied with the kit.

The Upkeep mine and its trolley went together without issue, although the chassis frame was warped and required bending flat. I used a random dark green mix for





the mine and Vallejo 70.964 Field Blue for the trolley. The brake lever grip, towing eye and hook were highlighted in red. Both the mine and trolley responded well to a MIG dark wash and a light brushing of

Tamiya gunmetal powder. As with the airframe, a matt coat was applied to normalise the finish. Unfortunately, the mine didn't fit securely between its mounts on the fuselage, but this was easily solved with a couple of blobs of Blu-Tack.

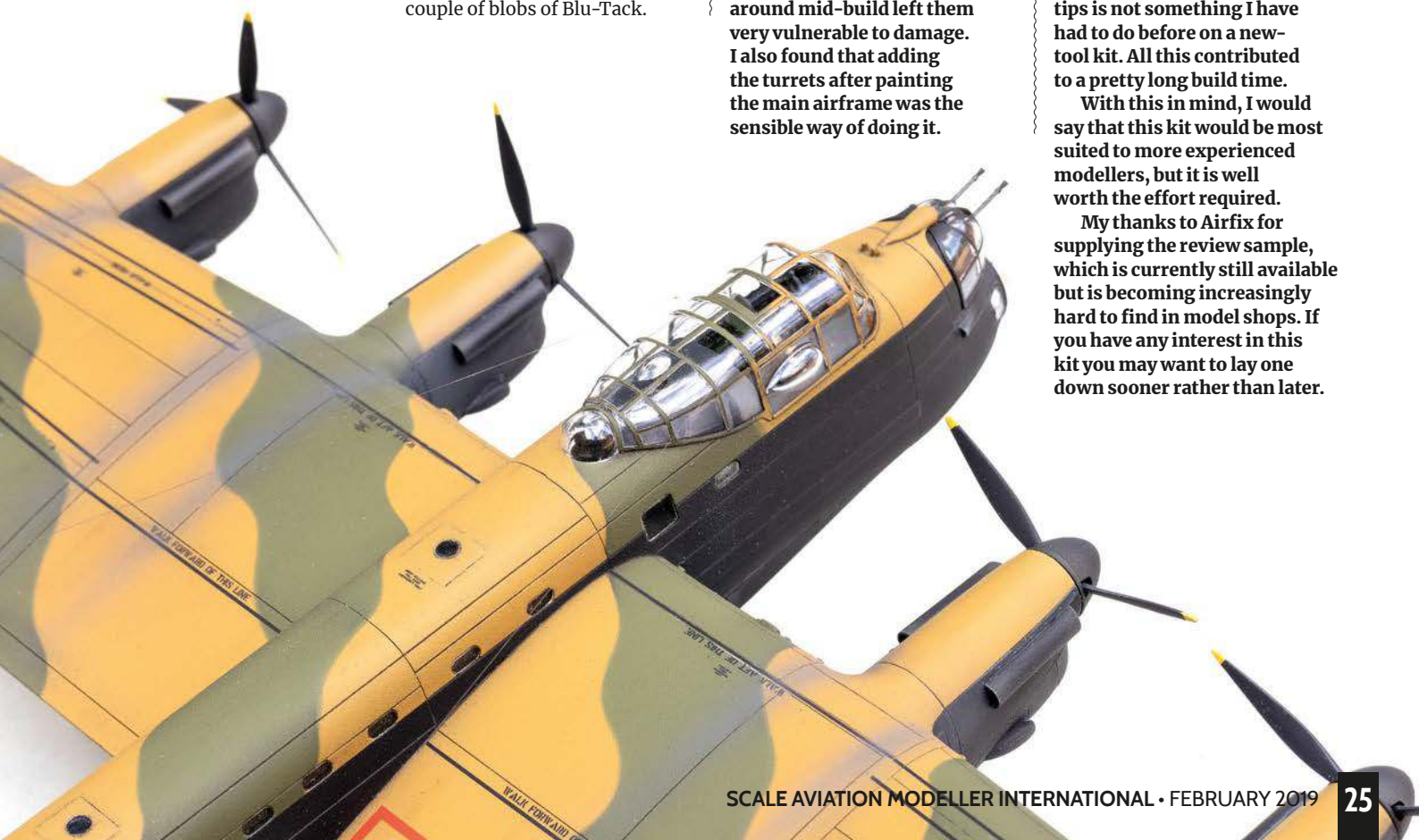
CONCLUSION

I have to say that I found some of the part design and suggested assembly sequences illogical. Having the undercarriage legs fitted around mid-build left them very vulnerable to damage. I also found that adding the turrets after painting the main airframe was the sensible way of doing it.

The warping and fit issues with some of the smaller parts were annoying, as was the corrective work needed on the fuselage and wing/nacelle inserts. Re-profiling individual propeller blade tips is not something I have had to do before on a new-tool kit. All this contributed to a pretty long build time.

With this in mind, I would say that this kit would be most suited to more experienced modellers, but it is well worth the effort required.

My thanks to Airfix for supplying the review sample, which is currently still available but is becoming increasingly hard to find in model shops. If you have any interest in this kit you may want to lay one down sooner rather than later.



1/72

ATL-98 CARVAIR

BY PAUL CRAWLEY

FEATURE



Laker came up with the idea of converting surplus C-54/DC-4's into freighters in the late 1950's to replace the old Bristol Freighters. The company added a larger raised cargo floor, so the aircraft could carry 5 cars and 22 people. Companies have flown the 21 conversions since the early 1960's. Number 7 was the aircraft used in the Bond film, "Goldfinger".



GOLDFINGER

ROLL'S IN

A 3D Printed Carvair Conversion in 1/72 scale by Paul Crawley

MY ATTRACTION TO THE AIRCRAFT

My first glimpse of what I like to call the "flying gourd" was in the 1964 James Bond film *Goldfinger*, where an ATL-98 Carvair is shown carrying the villain's 1937 Rolls-Royce Phantom III limo, its owner and his bodyguard from Great Britain to Switzerland. In the 1990's, I got to see two of these unique airplanes in person because a pair were based at the small airport in Griffin, Georgia, about an hour's drive south of my Atlanta home. As a local TV news reporter, I also covered the tragic fatal takeoff crash of one of them, N83EA, on 4 April 1997.



HOW IT WAS BORN

The idea for the Carvair (from "car-via-air") came at the end of the 1950s when British airline entrepreneur Freddie Laker conceived of converting plentiful (and relatively cheap) surplus Douglas

C-54/DC-4s into a larger car ferry and freighter. The smaller, twin-engine Bristol Freighter/Superfreighter had been performing that duty since the late 1940s but demand was high and a larger aircraft was needed.

Laker's Aviation Traders Limited (ATL) developed a bigger and reasonably priced four-engine substitute, with greater range, by adding a new, larger nose, raised cockpit, taller tail fin and sturdier cargo floor grafted onto used C-54s. His Carvair offered room for 5 cars and 22 passengers (in a rear seating cabin), plus the option to fit up to 55 passenger seats, or be converted to a straight cargo version.

The company drew interest from several potential customers when the first Carvair flew in 1961, but ended up building only 21 conversions. They flew with many operators over the years, most as pure freighters after boat ferries replaced the aerial car ferry in the late 1960s. Eight

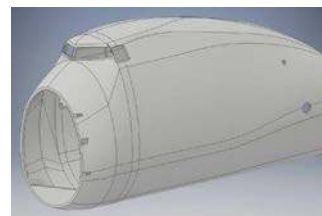
Carvairs were lost in crashes and only a couple still exist, none believed to be in flying condition at the time of writing.

This diorama is based on the 1964 Goldfinger cameo movie appearance of Carvair No. 7, G-ASDC, "Pont du Rhin" operated at that time by British United Air Ferries (BUAF, later BAF). After going through several owners, the aircraft was lost in a non-fatal emergency crash landing in Alaska on 28 June 1997 following an inflight engine fire.

PLANNING A KIT-BASH

I came up with the idea of doing a 1/72 scale Goldfinger Carvair diorama several years ago (if you like a smaller scale both Roden and F-RSIN have offered 1/144 scale Carvair kits, but I wanted a larger diorama). My first idea was to use a 1980s J&L vacform Carvair kit nose and graft it onto the front of Mach 2's C-54/DC-4 injected kit. I had also planned to scratch-build the taller tail, open front cargo door, cargo hold, and rear passenger cabin interior, as well as a Hylo car loader to carry Goldfinger's Rolls-Royce.

About two years ago, I decided to substitute the newer and far superior Revell C-54/DC-4 for the kit-bash with the vac nose, but when I told fellow model builder Charles "Chuck" Davenport about my plan, he had a brainstorm. Chuck had been experimenting with 3D printing and offered to design and print out the new nose, separate nose cargo



I was finally able to realize my dream of a 1/72 scale Goldfinger Carvair diorama without having to tackle a 30-year old vac form kit

door, bulged nose gear doors, taller tail fin, and cargo and cockpit flooring as well as parts for a Hylo car loader and a Lister Autotruck baggage

hauler. It took him several months, but boy did he deliver! He printed nearly everything I needed in ABS plastic and the fit of all the parts was perfect!

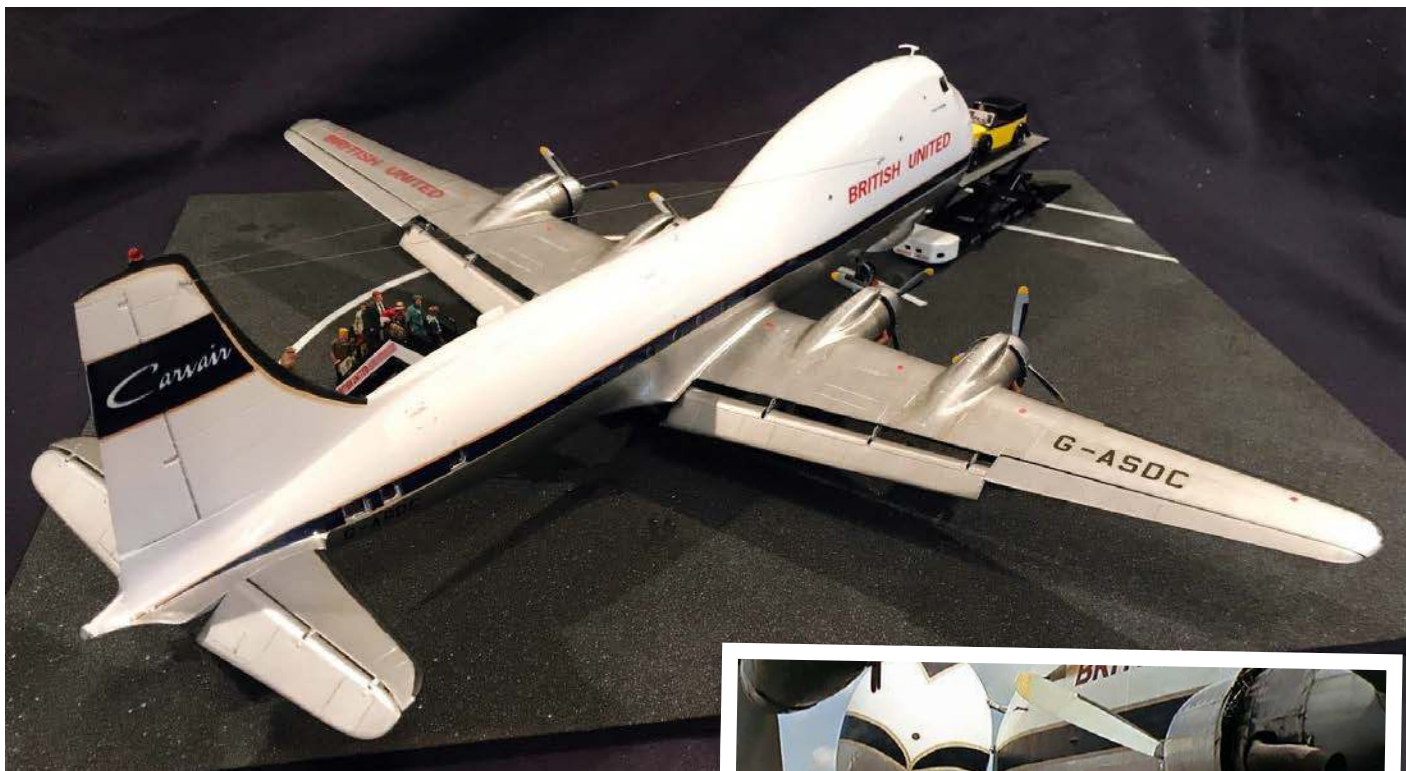
PREPPING THE 3D PARTS

As nice as they were, Chuck's 3D printed conversion parts had a finely striated, corrugated finish. This required me to use filler and to sand them down to a smooth surface, except for the cargo floor. One design error note here: it turns out that many Carvairs, including this one, did NOT have roller tracks built into the cargo flooring. Chuck did not realize that when he designed this cargo floor and I didn't realize it until AFTER I'd finished the interior. So, yes, Carvair experts, the cargo floor rollers should not be there, but too late for this build. Maybe on the next one!

ADDING THE PASSENGER CABIN

Even with Chuck's fine 3D printed cargo floor, I still had to create the rear passenger cabin. Using drawings from William Patrick Dean's 2008 book, *The ATL-98 Carvair*, plus several photos found on the internet, I scratch-built the rear cabin using sheet styrene for the walls and seats from Revell's DC-4 airliner kit. I also cut out the rectangular passenger





windows on both sides of the rear fuselage and added clear plastic and curtains made from doll house wall paper, also found on the internet.

PUTTING IT ALL TOGETHER

I painted and added many of the Revell C-54/DC-4's cockpit parts to Chuck's new 3D cockpit floor and then installed them inside the 3D Carvair nose section. After building the C-54/DC-4 fuselage (minus the inner double hull sections and amputated nose), I added the already painted interior cargo flooring and rear passenger cabin while simultaneously attaching the new nose section. I also added homemade cargo wall warning decals, a fire extinguisher, cockpit crew ladder, and a yellow-and-black striped nose hand crank inside the front interior.

I made several scratch-built details for the inside of Chuck's otherwise bare nose cargo door, such as support stringers and

an air intake duct. His printed part did include recesses for the exterior dual lower landing lights, to which I added lenses from the Modellingtools range (formerly Little Cars). I also scratch-built the hinges and swing arm for the door (which I added with the cargo door later in the build).

PAINTING

After attaching the wings (minus flaps, engines, props and landing gear), I masked everything except the upper part of the fuselage, using photocopies of the decals to determine and mark the window cheat line.

I first sprayed a rattle can coat of Tamiya's Gray Fine Surface Primer to check for flaws and to ensure a uniform base colour. Then I covered this with several thin spray coats of Tamiya's White Fine Surface Primer for the upper white fuselage colour. After reverse masking the top white section, I airbrushed the lower



fuselage, wings and stabilizers with Alclad II gloss black primer. I then masked off the wing de-icing boots to leave them black and airbrushed several different shades of Alclad's metalizer paints for the bare metal sections.

DECALS

Laurent Herjean of F-RSIN was kind enough to upsize his British United Air Ferries Carvair decal sheet from 1/144 to 1/72 scale for my build. He made sure to include markings for the specific Goldfinger movie aircraft.

After I applied them and posted some photos on the ATL-98 Carvair Facebook group website, some members who

had worked around real BUAF Carvairs pointed out that the cheat line colour looked too bright for the navy blue on the original aircraft. My guess is that enlarging them made them more translucent, especially over the white painted fuselage. Fortunately, I had scanned the decal sheet into my computer before using it and was able to print out a second set, which I added over the first decals to darken them. Problem solved.

Once I finished all the





decals, I gently brush-painted them with Pledge (formerly Future) clear floor wax to seal them.

FINISHING UP

Lastly, I added the landing gear, flaps, engines, props, and a variety of antennas and lights, as well as the delicate open front cargo door to finish the aircraft. So now I started work on the ground equipment.

CAR LIFT, "NODDY", AND PASSENGER STAIRS

Chuck included assembly drawings to help me put together the parts of his 3D-printed Hylo car scissor-lift vehicle. Like everything else he made, they fit perfectly. I did add scratch-built ramps and a side driver position along with a converted Preiser driver figure. The Goldfinger Rolls-Royce is a 1/76 scale Oxford Diecast that I had to modify and repaint, including "AU1" license plates.

Chuck also 3D-printed the frame, bed, and wheels for a



Designing Paul Crawley's Carair Conversion

An Insight Into 3D Printing

By Maj. Charles Davenport, USAF, Ret

Lest you be misled into thinking that my design of the Carair is beyond your capability, understand that I learned 3D design from the numerous self-paced books available on the subject. I chose to use Inventor because it is an Auto Desk product with which I have decades of familiarity, and a three-year license costs only \$25 (US). There are many others available such as Solid Works and SketchUp.

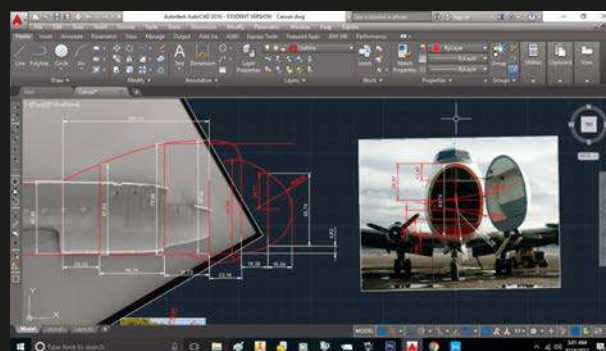
Printers range from cheap to exorbitantly expensive, but as we all know, you get what you pay for. I purchased a factory-refurbished Zortrax M200 for around \$1500 US. This machine is an extrusion-type which uses a filament made from ABS or any number of similar materials. I also have a FormLabs 1, which I purchased second hand for \$1000, and is of the Digital Light Projector (DLP) type.

The designed part is made from a fluid catalyzed by Ultra Violet light. Coincidentally, a fellow IPMS club member is the chemist who designed those fluids!

As a designer of anything, really, it is immensely useful to have more than a working knowledge of geometry and precision measurement... you can learn a lot on your own from a book or YouTube! My background lent itself to a speedy understanding of 3D "parametric" design so that I was designing and printing simple projects in less than two weeks.

When Paul and I met at our local IPMS club, he discussed his upcoming Carair project using the vacform conversion kit. I was primed to take on a complex project, so I offered to design a 3D printed version because I knew my version would be so much better than the vacformed conversion kit. The only caveat was that Paul be willing to wait while I experimented with the design and learned new techniques. His patience can only be described as Herculean!

The first step was to acquire design



references from Internet sources. Inventor has a great feature which allows the designer to import an image into the drawing and trace over it to obtain the correct shape. In order to ensure a perfect join of the 3D conversion fuselage to the Revell fuselage, I scanned the fuselage profile after I cut the Revell fuselage. Now, that's trust on Paul's part for you!

From there, I sectioned the side view and drew intermediate bulkheads. I derived the all-important cargo nose bulkhead from an excellent head-on photo of the Carair with the cargo door opened. The vertical stabilizer received the same treatment. After I printed the parts, I could then do a fit check and make any subsequent adjustments to my 3D design. With serious attention paid to the design and measurements, the 3D printed parts fitted exactly to the Revell aft fuselage.

Designing the car loader was actually more of a challenge since I had no near orthographic side views from which to work. I scaled everything from online photo sources and from the dimensions of Paul's Goldfinger Rolls-Royce Phantom III model. Is it perfectly scaled? I doubt it. But, does it look like the car loader in the movie? I think it does. Incidentally, since I was not certain of the cargo deck height above the "ground," I designed the scissor lift for Paul to assemble at any height he needed, just like the real thing.

As I write this, I am now designing the flight deck, wheel wells, and landing gear for the old I.D Models 1/32 scale B-29. I'm hoping to beat HK Models to the punch!





Lister Autotruck LD1 baggage carrier (aka "Noddy", according to some BUAFA veterans who operated them). I finished it up by scratch-building the engine, controls, bicycle style seat and converted driver figure. A Microscale white alphabet decal sheet provided the tiny BUAFA lettering for the sides of this vehicle, as well as the Hylo lifter.

I now scratch-built the passenger boarding stairs for the rear entrance with used steps from an HO scale railroad fire escape set, sheet styrene for the sides, and a combination of styrene and brass rods for the supports and hand railings. The tread plate pattern on the steps consists



of small strips cut from a sheet of medicine pill packaging.

I printed my own unique red British United Air Ferries decals, using lettering from an old company advert found on the internet. I converted and hand-painted several passengers, mostly Preiser figures, including Goldfinger and Odd Job (the last two passengers).

I also added white company



logo lettering over the top of the front cargo fuselage entrance from the same Microscale alphabet decal

sheet, although they are not slanted like the real ones.

The diorama base is a piece of composite board, coated with faded and weathered flat black paint (to simulate asphalt), hand-painted white directional markings, and various oil and other fluid stains from those leaky piston engines.

CONCLUSION

Thanks to the growing technology of 3D printing, the help of a good friend, and a much better C-54/DC-4 kit from Revell, I was finally able to realize my dream of a 1/72 scale Goldfinger Carvair diorama without having to tackle a 30-year old vac form kit. Also thanks to the folks on the ATL-98 Carvair Facebook page for sharing their personal memories of the real thing and helping to keep my replica on a straighter flight path.



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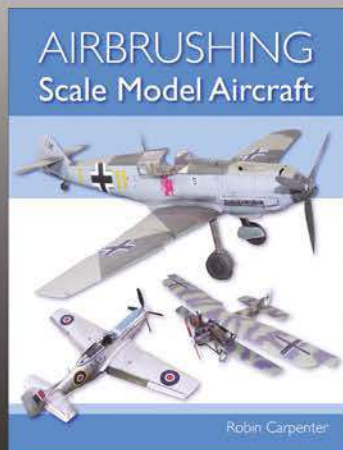


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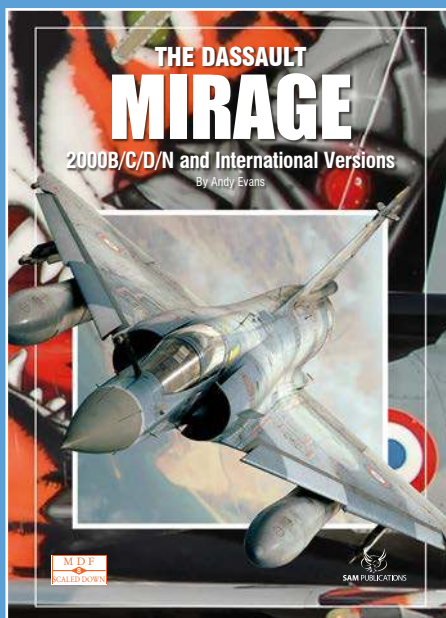
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Modellers Datafile Scaled Down DASSAULT MIRAGE

2000B/C/D/N and International Versions

By Andy Evans

The delta wing Dassault Mirage 2000 is a French multirole, single-engine, fourth-generation aircraft, designed in the late 1970s as a lightweight fighter based on the iconic Mirage III for the French Air Force. Since then the Mirage 2000 evolved into a true multi-role platform with several variants being developed, and the type has been sold to a number of air forces around the globe. The variants include the Mirage 2000C fighter and Mirage 2000D and Mirage 2000N strike variants, and the improved Mirage 2000-5, and the proposed 2000-9. Over 600 aircraft have been built, and it has been in service with nine nations. The Mirage 2000 has proven a capable performer under extreme combat conditions and has seen action across Europe, the Middle East and in North Africa as a part of the NATO contingent enforcing the 'No-Fly Zone' over Libya. Despite the aircraft currently being replaced by the much more advanced Dassault Rafale, the Dassault Mirage 2000 still plays a role in operations of the French Air Force today, and remains a potent platform with other user nations. Mirage 2000 fighters in currently operation with the French Air Force are the Mirage 2000C/B single seater and two-set variants, the Mirage 2000N and the upgraded Mirage 2000NK3, designed for all weather nuclear penetration



Cover for illustrative purposes only

at low altitude and very high speed. Also in service with the French Air Force is the Mirage 2000D, an upgraded version of the Mirage 2000N, using conventional and laser guided munitions, and the Mirage 2000-5, incorporating advanced avionics, new sensors and control systems. The Mirage 2000 has nine hardpoints for carrying weapon system payloads - five on the fuselage and two on each wing. The single-seat version is also armed with two internally mounted, high-firing-rate 30mm guns. Air-to-air weapons include MICA air-to-air missiles, and the Magic 2 cwE and Egypt. Brazil retired its Mirage 2000s in 2013, however, the type remains in service around the world with many being upgraded to new

standards. The success of this iconic Dassault delta is lavishly brought to life in this new MDF Scale Down book, which will provide information and inspiration for the modeller and enthusiast alike.



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Hunter F.6

First look at Airfix 1/48 Hunter F.6

Strangely no one has produced an accurate Hawker Hunter in 1/48 scale so there has been much anticipation of this new Airfix kit when it was announced at Scale ModelWorld 2017. Arriving in the first week of 2019 I was immediately impressed with the decal sheet, to say it is comprehensive is a bit of an understatement with over 200 beautifully printed images most of which are small stencils.

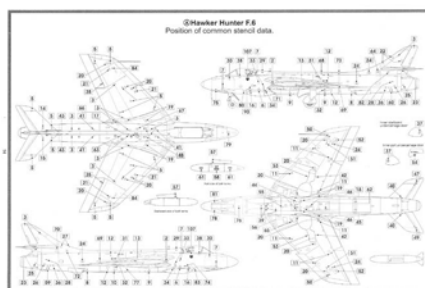
The plastic parts are well wrapped to protect them in transit with the clear parts in a separate bag. The breakdown of the parts of this kit has obviously been designed so the tooling can be modified

to produce any Hunter model. The obvious feature is that the nose and rear fuselage are separate parts and though not required for the markings in this box the parabrate tail of an F.6A or FGA.9 is included in the box though not the smaller bore Sapphire exhaust of the early models. Another telltale is that on the inside of the wings there are moulded cut lines to remove the sawtooth leading edge, making it easy to produce the original style wings.

An additional feature is the breakdown of the air intakes, most manufacturers have divided this horizontally which means quite a lot of work to make the join seamless. Airfix have split the intake into a one-piece curved section which fits against the flat inner side and a quick test fit shows that a near seamless fit will be possible out of the box.

The ejection seats are supplied with cushions that have moulded on seat belts or cushions with none at all. Perfect if you want to add a figure of aftermarket etched brass seat belts.

The surface detail is finely engraved though many may say a little deep, there are also three raised panels two under the wing and one on the starboard wing which I can see in some photographs but to my eyes are a bit too raised so may need a touch of sanding to make them less prominent.



I have already mentioned the decal sheet, which has three nice options to choose from plus lots of lots of stencils.

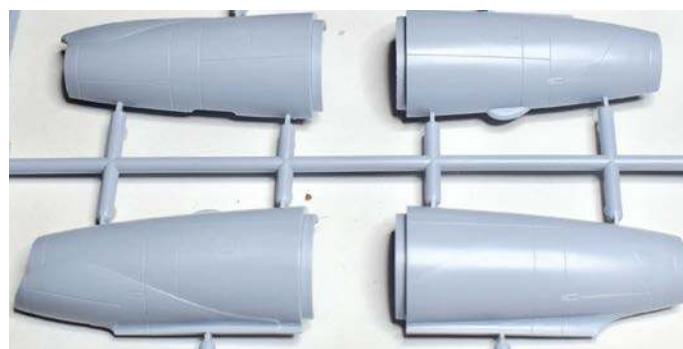
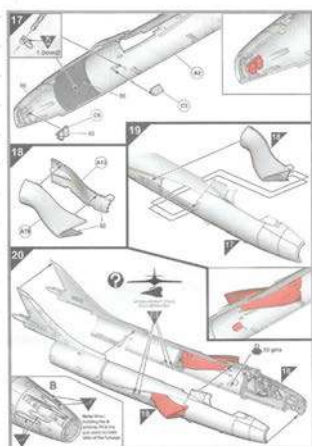
- Hawker Hunter F.6, XE597, 63 Squadron, RAF Waterbeach, September 1958. Special yellow and black chequered tail surfaces for 1958 Battle of Britain Display.
- Hawker Hunter F.6, XF509, 4th FTS, RAF Valley, 1968.
- Hawker Hunter F.6, N-209, 324 Squadron, Royal Netherlands Air Force, Leeuwarden, 1964.

CONCLUSION

This kit arrived just in time for this issue and I am really looking forward to seeing

if this kit assembles as good as it looks and already Blackbird Models, Dutch Decals and Xtradecals have all released alternative markings for a kit that has long been missing from RAF modellers collections.

My sincere thanks to Airfix for getting this kit to me in time to feature in this issue.



Halberstadt Cl.II

First look at Wingnut Wings 1/32 Halberstadt Cl.II

Whenever a new Wingnut Wings kit is announced there is a lot of debate about the subject, and they again surprised everyone when they announced the Halberstadt as their next subject. The subsequent announcement of a 1/32 Scale Lancaster at about the same time as the Halberstadt was released meant that the biplane has been overlooked. This is a real shame as this kit is Wingnut Wings at the top of their game.

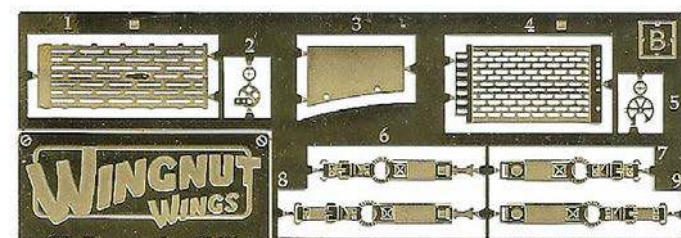
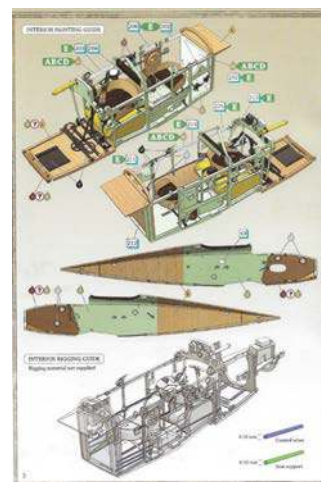
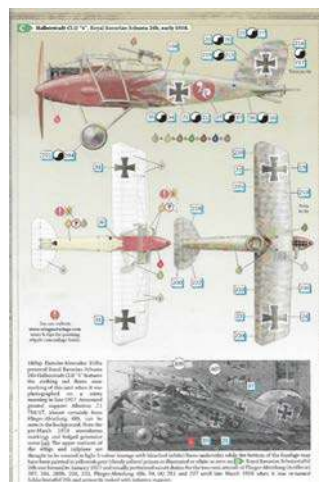
The Halberstadt Cl.II entered service in 1917 as an escort fighter that could also operate in the infantry support role. The type was successful, with over 900 produced and it served post-war in Lithuania and Poland. The only surviving example is in Poland at the

Krakow Aviation Museum.

The new kit has been released in two versions. The early model, which we received, has the machine gun on the left side, while later models moved the gun to the right side.

Whichever boxing you choose, you are supplied with five attractive schemes. Most options have five-colour lozenge camouflage, which is supplied as decals for the wings and control surfaces as well as for the covers over the spoked wheels. On the fuselage, however, you will have to hand-paint the large lozenges and the stipple effect that covers the lozenges. A tutorial on how to do this is available on the Halberstadt Cl.II page of the Wingnut website.

As well as these schemes, each kit also includes at least one colourful marking option



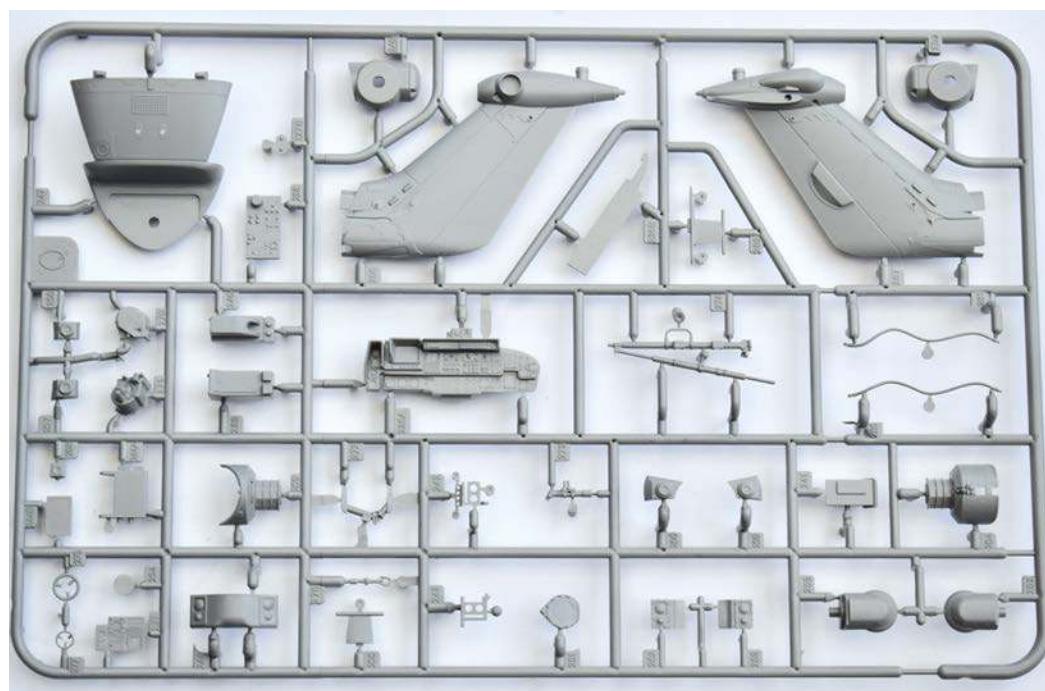
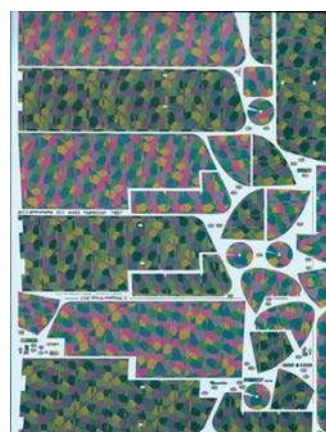
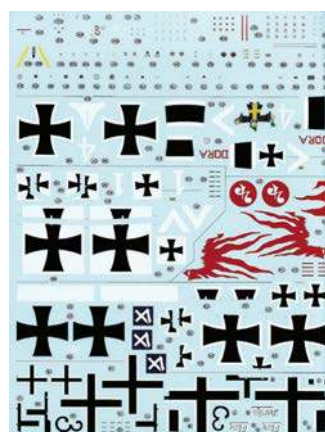
without the lozenges. In the early boxing this is an example with dark blue vertical bands over the plywood fuselage and clear doped linen wings. In the later boxing there is an example with a white fuselage and narrow black bands along the length of fuselage, which are supplied on the decal sheet.

Whichever boxing you decide is the one for you, the quality of the plastic and the

clear and comprehensive instructions will insure a pain-free and pleasurable build. As always this is supported by the comprehensive website, which includes exclusive period photographs that will inspire many to include the model in a diorama.

Originally the only way of ordering Wingnut kits was from the website, but now there is an extensive network of suppliers including Hannants in the UK and Sprue Brothers in the United States, as well as stockists in Germany and Japan.

Our thanks to Wingnut Wings for the review sample, which will feature in a future issue of SAMi in 2019.



Messerschmitt Bf-109T

First look at Brengun 1/72 Messerschmitt Bf-109T by Tim Upson-Smith

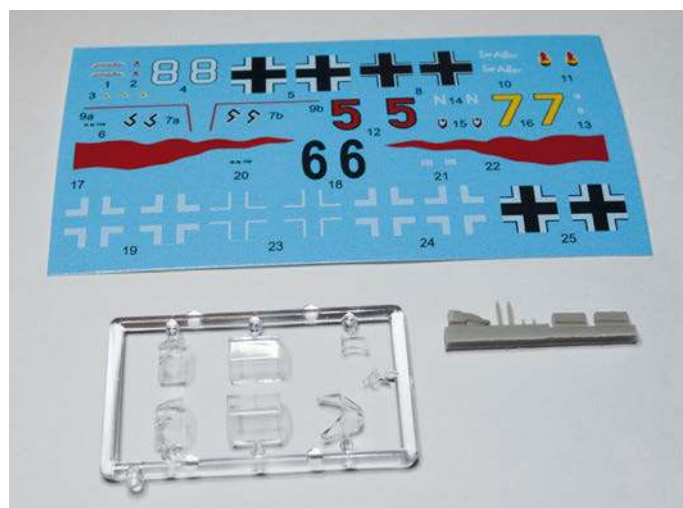
The Messerschmitt Bf-109T series was developed for service on the German aircraft carriers Graf Zeppelin and Peter Strasser. The first seven were T-1s, which had extended wings, full navalised equipment, arrestor hooks, etc installed. The rest were built as T-2s for land operation without the hook. This new kit from Brengun is the T-2 version, although parts are included for the T-1.

Just lately when I have been seeing new kits for preview, I have been impressed by the quality of the box art, which just seems to be getting better and better. This kit is no exception, depicting as it does a T-2 flying

over high broken cloud.

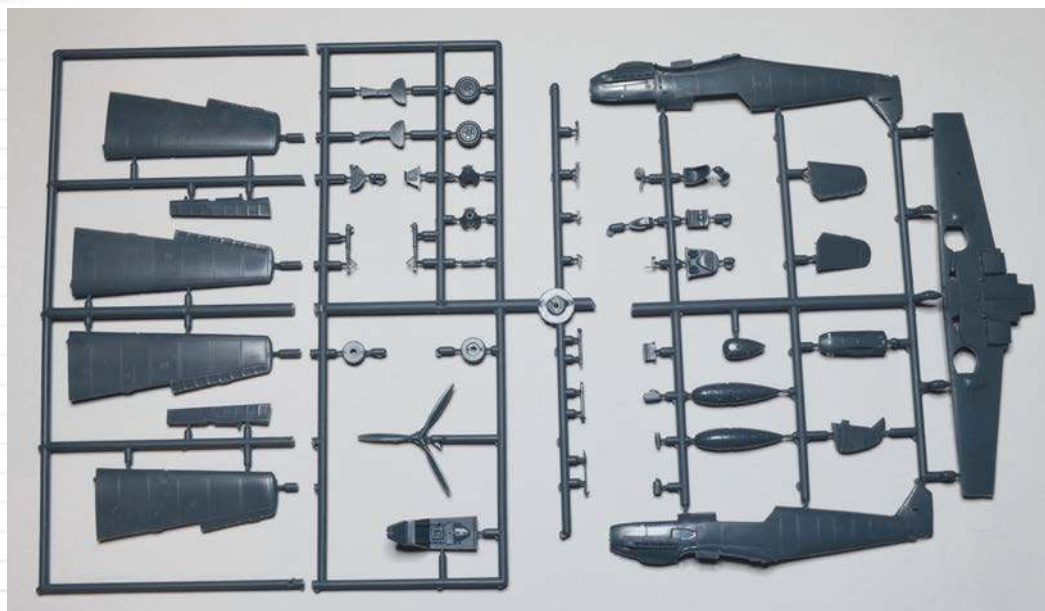
What, though, do we find inside the end-opening box? Inside we find a bag containing three grey injection moulded sprues, the instructions and another small bag containing the decal sheet and the clear and resin parts. Several parts on the sprues are marked "not for use", including a pair of normal-span 109 wings and the arrestor hook for the T-1 version.

The instructions are presented on a single sheet of A4; no paint manufacturer codes are given, but RLM codes where appropriate are and otherwise colour names are used. The instructions feature 11 clear and easy to follow construction stages. You will



need to check the angle of the undercarriage legs against a set of plans, as the locating points don't look very positive, but there is no shortage of 109 reference material out there!

The kit features engraved panel lines and for the scale the cockpit is well detailed with raised sidewall detail. The propeller also features nice hub detail. The parts do have a little flash which will need cleaning up, but nothing that will tax modellers with experience of shorter run models. Likewise, there are no locating pins, but again

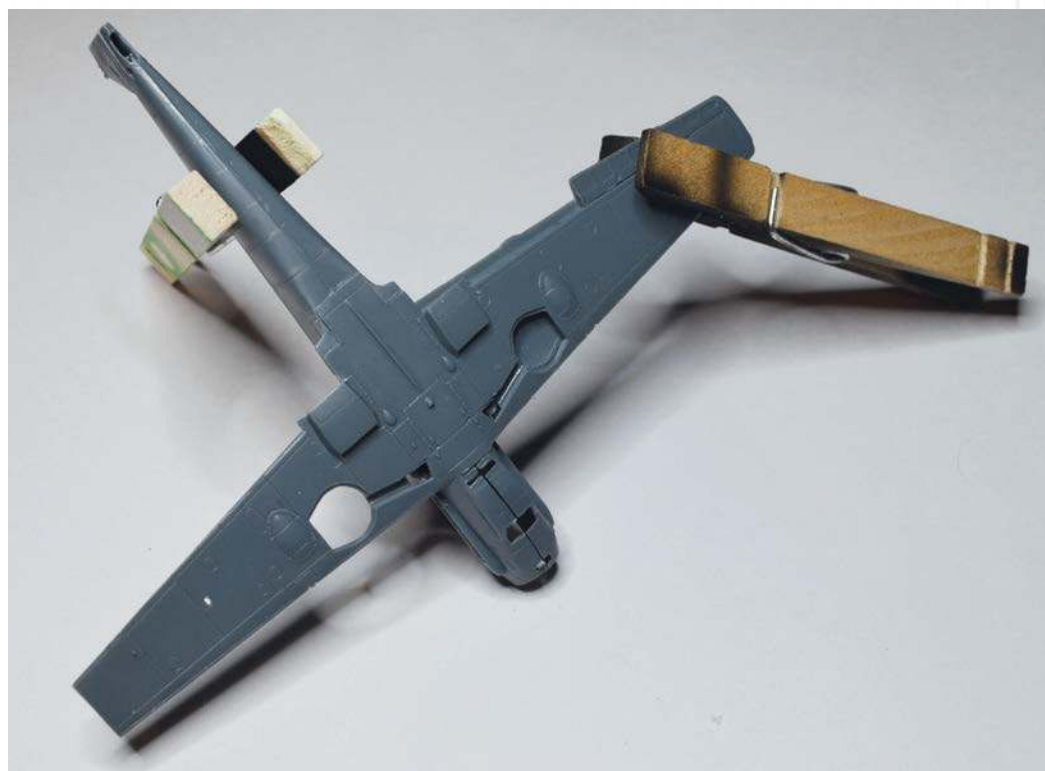


this should not be a problem.

Markings are included for four 109 T-2s, three of which were based in Norway. All four will tax your airbrush skills to a lesser or greater degree. The first and third options have mottling on the fuselage sides, while the other two have an almost lace-like pattern of sprayed lines over the top surfaces of the wings and tailplane. I am sure that I am not yet good enough with my airbrush to attempt those schemes in 1/72 scale, but I may be okay with a bit of mottling. The colour schemes and decal placement guide are printed in colour on the back of the box.

CONCLUSION

This kit from Brengun looks pretty good in the box, but



the test will always be in the building. I think as long as you take the time to carefully clean up the parts and test fit, you should have no problems.

It will also make for a slightly different-looking 109 in your collection and will sit nicely with the Eduard Avia BK534 (which was used by

the Germans to test the arrestor hook for the 109 Ts).

My thanks to Brengun for supplying this kit for preview and build.



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Westland Lynx HMA.8

First look at Revell 1/32 Westland Lynx HMA.8

Back in 2012 Revell released their first large-scale Westland Lynx in the shape of a German Navy MK.88, obviously aimed at their home market. A year later British modellers got their wish when with a few small tooling changes they released a Royal Navy HAS.3, a type that had seen over 30 years of active service in a number of conflicts and wars around the world. Now Revell have upgraded the Lynx to the Royal Navy's last version, the Lynx HMA.8, though Revell call it a Mk.8 on the box art.

The original kit was incredibly well-detailed, with a selection of weapon loads including Sea Skua Missiles and a .50 calibre machine gun, all of which are still in the kit. The only area that I was unhappy with on the original kit was the representation of the engine grills by a large clear plastic part. Unfortunately this has not changed, so you will need to either purchase an Eduard etched brass set that supplies these grills, or, as I did on my original kit, remove the raised panel lines and paint the clear part red as a representation of the FOD guard

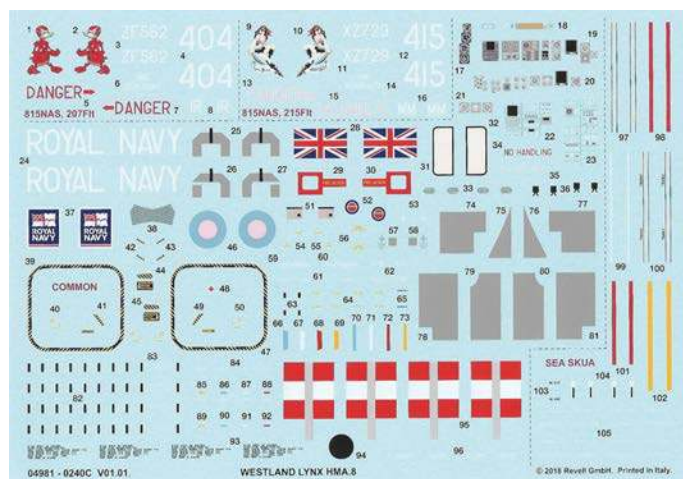
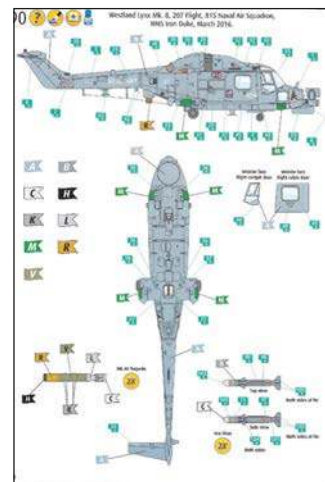
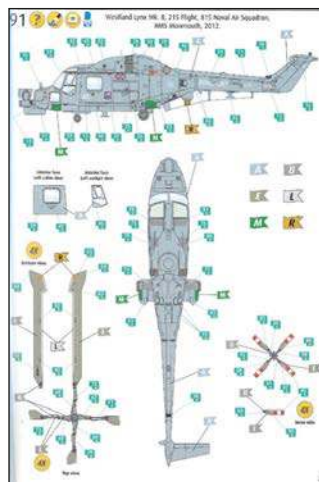
normally seen in place when the aircraft is on the ground.

This is the only negative, as the original kit parts and the two new sprues supply everything you need to produce an accurate and well-detailed HMA.8, from the prominent nose-mounted FLIR camera to the large ventral mounted surface search radar, as well as all the extra lumps and bumps. Detail is supplied as a mix of raised and engraved detail that with careful painting and weathering will look very authentic.

The highlight for me is the decal sheet, which supplies all stencils and markings for both the inside and outside of the airframe as well as the missile markings needed for the Sea Skuas.

Markings are supplied for two options.

- Westland Lynx HMA.8, XZ729, 415, 207 Flight, 815 Naval Air Squadron, HMS Iron Duke, March 2016. This aircraft carries nose art of a duck wearing a suit of armour as a pun on the ship's name.
- Westland Lynx HMA.8, ZF562, 404, 215 Flight, 815 Naval Air Squadron, HMS



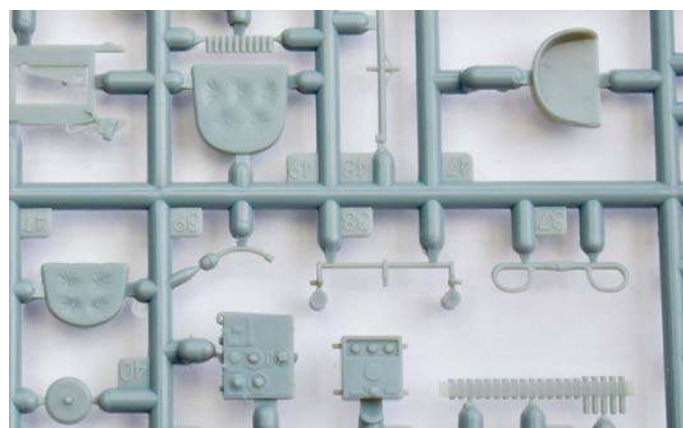
Monmouth, 2012. This aircraft has a representation of a female pirate on either side of the nose.

CONCLUSION

Helicopters are the most common military aircraft that most members of the general public will see; before the Lynx's retirement from both Army and Royal Navy service in 2016/17 I used to see

them a couple of times a year. Unfortunately they never seem to be seen at model shows in any great number, which is a surprise especially when they are of such quality as the Revell Lynx family and at the same time very reasonably priced.

For me an Iron Duck will definitely feature in my future, though I will be adding the Scalewarships.com Lynx rotor-fold set to minimize the space needed to house it.



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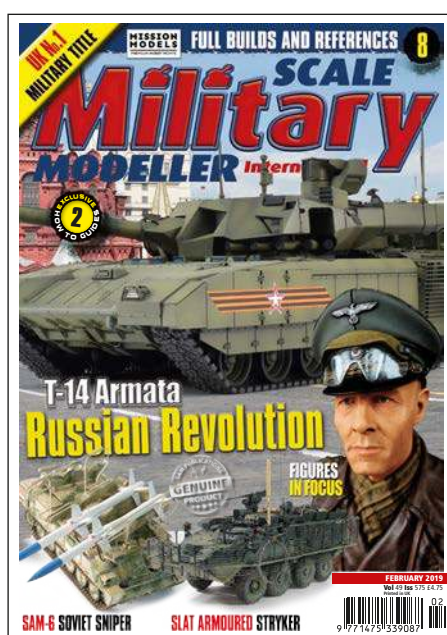
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Bf 109E-4

Airfix 1/72 Bf 109E-4 by Nic Aronica

MANUFACTURER: Airfix

SCALE: 1/72

KIT NO: A01008

PARTS: 44 plastic parts, 4 clear parts

THE AIRCRAFT

The Me 109E-4 probably doesn't need introducing to most readers, but for those who don't know the aircraft here it goes: the Me 109E-4 was one of many marks of 109s, starting with the first prototype (the V1 D-IABI) and ending with the "K" series. In total over 33,000 aircraft were built, making the Me 109 the most produced aircraft of World War Two. The E-4 was extensively used in the Battle of Britain, France, North Africa, the Mediterranean, and the Eastern front until replaced by the Me 109F and later the G series. As a contemporary of the Spitfire and Hurricane it acquitted itself admirably.

The details are nice and crisp, the panel lines are recessed, the fuselage comes with the option of a removable engine cowl

THE KIT

This kit was first released in 2012 and as far as 1/72 kits go it's not a bad one. It comes in the now typical Airfix red end-opening box, and inside there is a bag containing two light blue plastic sprues, one clear sprue, a sheet of decals, and an A4 instruction sheet. The details are nice and crisp, the panel lines are recessed, the fuselage comes with the option of a removable engine cowl allowing the engine to be seen, and the clear parts are clear and crisp. This latest release includes markings for an example from JG 54 only.

BUILDING THE KIT

As usual, I began with the cockpit assembly, which is easy as there are few parts. I painted the interior of the cockpit with Aqueous Hobby Colour RLM02 and then detailed the seat and the other small parts. Once this was done I joined the two halves of the fuselage together. This was a nice and easy process, only needing some filler on the underside. I took care to leave the seam on the spine as this was present on the actual aircraft.

I then added the chin vent and the wing, which went



on with no problem. Only a small amount of filler was needed on the underside and the top wing joints fitted perfectly. I decided to attach the horizontal tail surfaces and the wing flaps at the end of the build as this made painting a lot easier.

Whilst the filler was drying I prepared the smaller parts and masked the canopy (care must be taken with this as it is rather thin and fragile). Once all the smaller parts were ready I glued the canopy to the fuselage and did a bit of sanding with some fine wet and dry, just to get rid of some joint lines on the wing leading edge.

I added a brass mast as the one supplied in the kit is a bit flimsy, and at this stage the model is ready to be primed and painted.

PAINTING

Painting the kit is rather fiddly. I used Aqueous Hobby colours, spraying the whole model with RLM65 (H67) as the undercoat. Once dry I masked the sides and tail and painted the upper surface with RLM02 (H70). I then masked the splinter camouflage so typical of German aircraft of this period and the model was ready for the RLM71 (H64).

Once this was done, I removed all the masking tape, then sprayed the fine camouflage lines on the side of the fuselage with RLM71. Finally I masked the underside of the wings and horizontal tail surfaces and sprayed them with a yellow mix of 50/50 H4 and Tamiya XF3. I now removed the masking tape

(again), and then varnished the whole model with Johnson's Clear (I only have four bottles left). Next came the decals.

THE DECALS

The decal sheet's only option is Yellow 13 from JG54. The decals are thin and easy to add to the model, but let them dry for an hour or two before sealing them in with more Clear. Once that was dry I put on a MIG wash of dark brown and as it dried I wiped off the excess. I added some light weathering before a final coat of Vallejo Matt varnish was applied.

FINAL ASSEMBLY

The final assembly took minutes. Whilst all the various coats of paint and varnishes were drying I took the opportunity to paint the wheels, the propeller and all the small parts. These were then attached and the model was ready to be displayed.

CONCLUSION

This is a nice kit; there are other manufacturers that make the Me 109E-4 but none of them do it at such a low and affordable price as Airfix. I had no problems making this model and I really enjoyed it. It will go nicely with all my other Me 109s on the shelf.

My thanks to Airfix for supplying me with the review sample.

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Delta 1D/E US Transport

Special Hobby 1/72 "Delta 1D/E US Transport Plane-Late" by Carmel J Attard

MANUFACTURER: Special Hobby

SCALE: 1/72

KIT NO: SH 72329

TYPE: Injection moulded with optional parts.

PARTS: 68

DECAL OPTIONS: 3

HISTORY

After having success with earlier small cargo types (the Alpha and Gamma), in 1932 Northrop Corporation designed a new transport, the Delta. This was an all metal, low-wing, single-engine monoplane with a fixed undercarriage covered in spats. The type was intended to be used on short domestic routes and was built in several versions, which differed by their power plant and the shape of pilot's cockpit canopy. Earlier versions were known as Delta 1A, 1B, and 1C, which featured a narrow canopy having one pilot. Subsequent versions 1D and 1E had a wider cockpit enabling a crew of two to sit side-by-side, and a massive dorsal section of the fuselage. During the war they began flying reconnaissance missions, anti-submarine patrols, and in training roles.

THE KIT

Unique in shape and powered by a single engine, the kit makes up into an interesting replica of the Delta. Moulded in the medium grey plastic that is typical of recent Special Hobby kits, the detail is mostly recessed and finely done. There are no guiding pins to fuselage halves, but fitting the wings in their slots worked fine.



The 8-page colour instructions have three pages dedicated to colour and markings for each of the three decal options offered. The kit comes with a complete cockpit seating a crew of two, and a complete passenger cabin

shaft and there are optional short or long wheel spats.

CONSTRUCTION

Construction was quick and easy, starting with painting and building the interior

With three interesting marking options, this was an easy kit to build and the Delta should appeal to many modellers

furnished with a full seating arrangement. These assemble on a two-part staggered floor having a rear bulkhead and an instrument panel at front. There are optional parts for the radial engine central hub that takes the propeller

seating arrangement and cockpit detail parts, complete with two control wheels and instrument decals for the panel. The cockpit canopy glazing is well-rendered and all fuselage panel lines are very fine. Since I made the United States Coast Guard (USCG) machine there was one cabin window on the port fuselage side that needed to be blanked with filler. Fitting of the clear side window glazing was an issue so I opted to use Kristal Klear instead.

I also made some small alterations to the model as I went for an earlier version of the USCG machine, which had leading edge landing lights and a bullet shaped radome mounted on the rear fuselage. The main reason that I went for an earlier Delta was because it had the wings and tail planes painted chromate yellow, which

makes for a more eye-catching machine as compared to the kit option with its all-metal finish. Incidentally, this same aircraft also carried fuselage number 382 during its earlier service.

The kit decals are top-class, both in printing and handling during application, particularly the USCG legends and multi-colour rudder decals. Kit decal options include a Delta C/No 42 A61-1 RAAF that was used in Ellsworth's Antarctic Flights in 1939, camouflaged in foliage green, dark earth, and sky; C/No 74 that belonged to the US Army Corps of Engineers (and originally used by the USCG), finished in dark earth and olive drab top camouflage with natural metal undersides; and the USCG machine mentioned earlier that carried fuselage and wing number V150, circa Oct 1936.

CONCLUSION

With three interesting marking options, this was an easy kit to build and the Delta should appeal to many modellers. More good news is that the number of alternative extra parts is an indication that other models of the Delta will follow shortly.

My thanks to Special Hobby for giving me the chance to build this really nice kit.



Dornier Do 27

Special Hobby 1/72 Dornier Do 27 Civilian Version by Jon Howes

MANUFACTURER: Special Hobby

SCALE: 1/72

PARTS: 75 grey plastic, 5 clear, 1 photo-etch fret

DECAL OPTIONS: 3

HISTORY

The Dornier Do 27 is a lightweight Short Take Off and Landing (STOL) aircraft. Claudius Dornier Jr., the son of the famous aircraft designer, left Germany after the war and relocated to Spain. As he feared a ban on aircraft designers in Germany similar to the one after World War One. While in Spain he founded the company Oficinas Técnicas Dornier (OTEDO).

The prototype was designed by Dornier and two examples were built by CASA in Spain and were designated the Dornier 25. The Spanish Air Ministry was looking for a new STOL aircraft and ordered the aircraft. They were subsequently rebuilt and redesigned by the then-rebuilt Dornier works in Germany and designated the Dornier 27. The new aircraft was the first mass-produced aircraft in Germany after the Second World War. It was exported worldwide and became a huge success.

THE KIT

The good thing with Special Hobby recently is that their new tooling is almost as good, if not better than many mainstream manufactures, compared to the very limited quality of five to ten years ago.

The kit looks really good out the box, with fine recessed panel lines and internal detail. The construction appears straightforward and there are a few unused parts in the box for different versions of the aircraft, including optional

undercarriage and engines.

The construction starts with the cockpit, which has some nice detail. You have some decisions to make regarding the seating arrangement for different versions of the passenger cabin, but they all share a common cockpit section, made up from two pilot seats, control sticks, and a control panel. Decals are provided for the control panel but I would have loved some seat belts. The finished cockpit is placed inside the fuselage halves and the fit is just fantastic!

Next I added the engine cowlings. As you have the option of three alternative cowlings to choose between this is supplied separately to the fuselage, and again the fit here is very good.



The two-part single-wing assembly was attached to the top of the fuselage, along with the tail and horizontal stabilizers. The clear parts were now masked, although the cockpit glazing's attachment to the runners is not the best. On my example, I had a small amount of damage, which



would be seen through the unmasked cockpit, but this is the only negative I can give about this superb kit.

All the small parts were painted and left unattached until after main painting and the decals added.

I was torn between which of the three marking options

amount of carrier film on the zebra stripe decals put me off.

This is a simple scheme to paint: first grey primer and then light coats of Tamiya XF-3 Yellow to build up the colour. This was then glossed over with Tamiya X-22 Clear and the decals were added – fortunately not too many for this version.

After sealing in all the decals with a semi-gloss coat all the masking was removed and smaller parts added to finish the model.

CONCLUSION

Nothing really to note negatively, this is a really nice kit with a low part count and simple construction. My model was completed in the space of a few hours spread over a week. The only issue with the kit is that there are quite a few leftover parts, good if you keep spares, but bad if you throw them away because there is quite an issue with plastic waste at the moment and this type of waste gives a negative to the kit.

If a beginner wants to get a small kit with a little photo-etch to learn how to use those parts, this is ideal. The fit was fantastic and I highly recommended this kit to all.

My thanks to Special Hobby for supplying the review sample.



Messerschmitt Bf-109 F&G

Eduard 1/48 Afrika Duo Combo, Messerschmitt Bf-109 F&G by Erick May

MANUFACTURER: Eduard

SCALE 1/48

PARTS: Multi-media plastic, etched brass, resin, and pre-cut masks

TYPE: Limited Edition Special boxing includes two complete kits

DECAL OPTIONS: 12

The Messerschmitt Bf109 is certainly one of the most emblematic aircraft of World War Two and of the history of aviation. The Friedrich (F) and Gustav (G) versions are among the most representative of the entire series and played a key role in the Russian and Northern African campaigns.

This 1/48 scale Eduard box includes two models, one for the F version and the other for the G version, both deriving from individual recently released kits. There are about 370 parts in grey plastic and 28 transparent parts. In addition, there are photo-etch parts to increase the level of detail, resin parts for the tropical filters, and a set of high-quality masks to facilitate painting the canopy.

At first glance, you immediately notice the high quality of the moulds, (as always is the case with Eduard kits), numerous and wonderful superficial details, finely engraved panel lines and subtle rivets.

The instruction sheet is very well made, clear and easy to follow. The first part is dedicated to the assembling of the F version while the second part is for the G version. A beautiful decal sheet (made by Cartograf) is included, with a large selection of 109s that fought in North Africa – no less than 12 marking options covering the types' service in North Africa.

I chose to assemble both the F and G in parallel on my workbench with the following

two marking options from the twelve offered by Eduard:

- Bf 109F-4/Trop, W. Nr. 8673, flown by Hptm. Hans-Joachim Marseille, CO of 3./ JG 27, Quotaifiya, Egypt, September 1942. Hans-Joachim Marseille flew this aircraft from 24th August to 25th September 1942. This plane was the last "Friedrich" he used and while flying it he was credited with 49 shoot-downs.
- Bf 109G-2, flown by Fw. Anton Hafner, 4./ JG 51, Bizerta, Tunisia, November 1942. Anton Hafner remained in this squadron for his entire career as a fighter pilot. On 17th October 1944 while flying a G-6 he shot down his

204th enemy, a Yak-7, but lost his life while in low flight and hitting a tree during the battle.

THE BUILD

Assembly began as usual with the cockpit, starting with Friedrich. It is very well detailed and for several pieces the instructions give you the option of using either plastic parts or photo-etched ones. I chose to go for a mix of the two, as for some parts I preferred to keep the plastic piece, which once painted look less two-dimensional. For other parts I took advantage of the detail

offered by the photo-etch parts, such as the seat belts and the instrument panel.

The predominant colour is RLM 66. With the help of the instructions and photographs I differentiated the various components and weathered the cockpit with other colours.

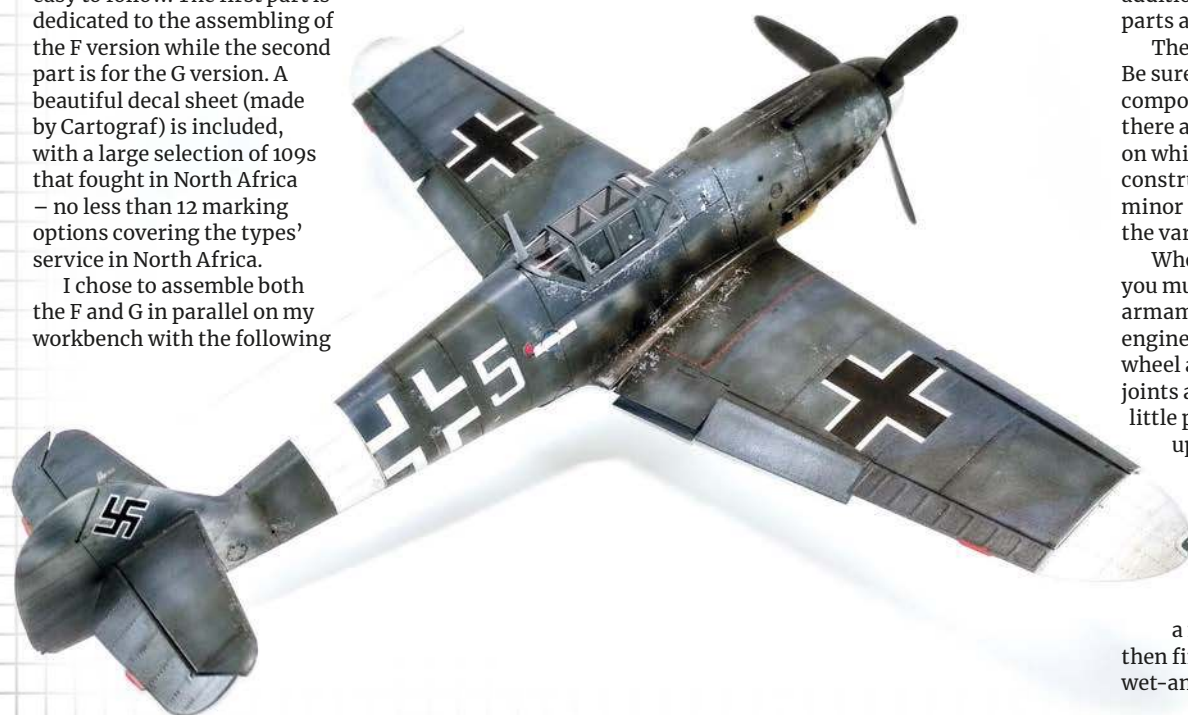
After this phase, I proceeded in the same way for the Gustav cockpit, which has some differences in its components, with additional parts or the same parts arranged differently.

Then the fuselage is closed. Be sure to pay attention to some components of the assembly, as there are differences depending on which model you are constructing, as well as some minor differences between the various marking options.

When closing the fuselage you must first insert the armament compartment, the engine exhaust and the tail wheel assembly. The fuselage joints are very precise and very little putty is required to clean

up the join. I next prepared the tropical resin filters supplied in the kit (detaching them from their supports is not particularly complicated using a mini-saw), and

then finished with some wet-and-dry sandpaper.





Next comes the assembly phase of the tail and wings. These have extremely precise joints, requiring only a little sanding to make the joins perfect.

I now mounted the control surfaces and the radiators, including photo-etch parts to increase the level of detail.

PAINT AND DECALS

With construction completed, I masked off the canopies and could now turn to the painting. I started with the Friedrich, first painting the lower surfaces in RLM 78 and the upper surfaces in RLM 79. I then masked off and painted the areas finished in white or yellow.

For the Gustav, I painted the whole model with the RLM 76, then I painted the camouflage with RLM 74 and RLM 75, again masking this off before adding the white or yellow trim.

On both models, I added some post-shading of a lightened base colour in random places.

Once the main colour scheme was completed for both models, I sprayed a protective gloss coat that also served as a base for decals and washes.

The decals in the kit are of very high quality, but I used a decal softener to make them conform to

the models' surfaces.

For the washes and the effects of dirt I used shades of brown and black. I also created the effect of the fumes on the machine guns and the engine exhaust. A further touch of weathering was added by making small scratches, especially in the areas most trampled on or touched during the maintenance of the aircraft.

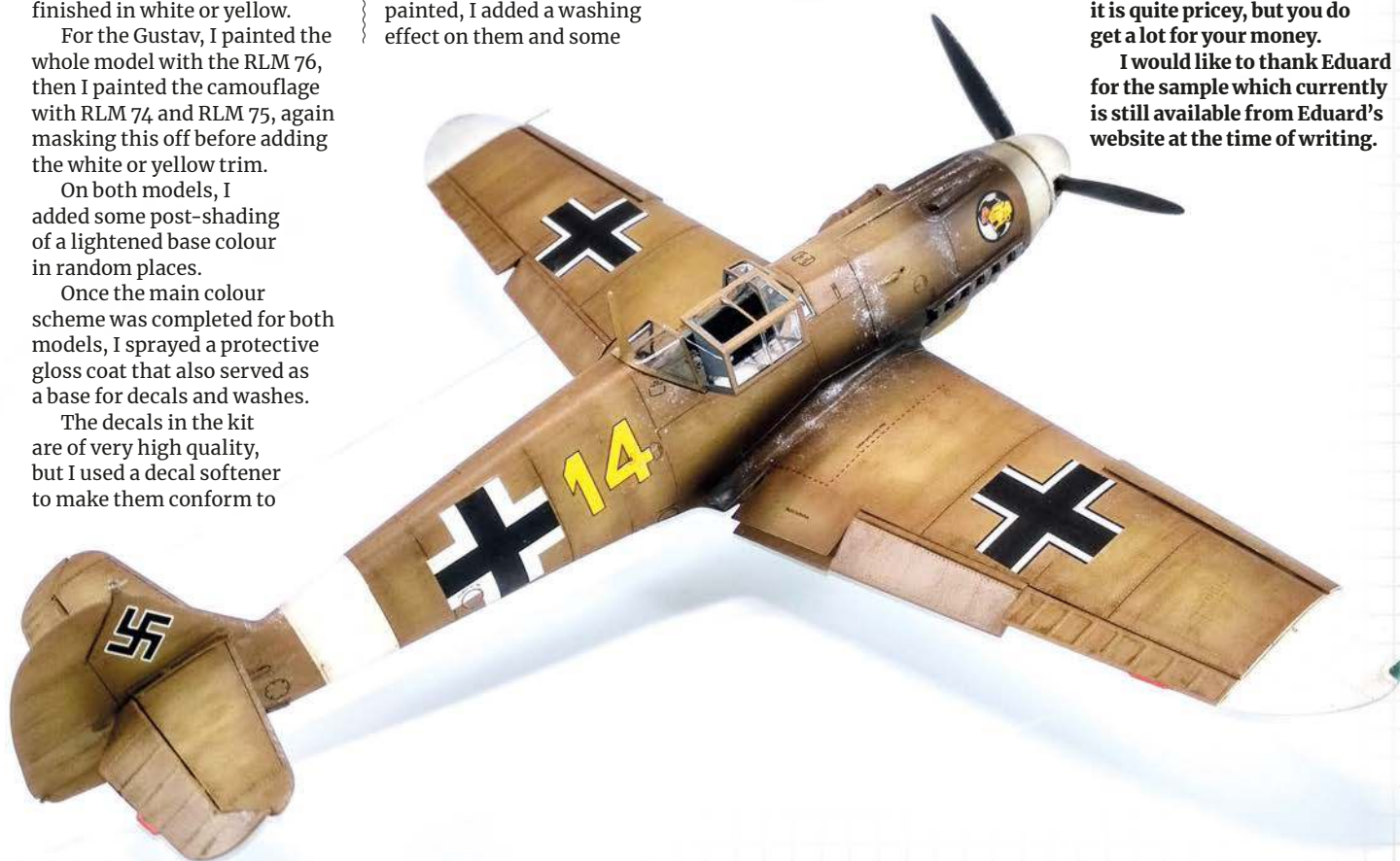
Then I mounted the propeller and the landing gear on both models and, once painted, I added a washing effect on them and some

dust on the wheels (on which I also created the weight effect). After gluing the last details, I sprayed a matt coat as a final finish before finally attaching the antenna cable.

CONCLUSION

This is a great kit, featuring excellently detailed moulds, and it's really fun to assemble. The only downside is that it is quite pricey, but you do get a lot for your money.

I would like to thank Eduard for the sample which currently is still available from Eduard's website at the time of writing.



KA-6D Intruder

Italeri 1/72 KA-6D Intruder by Juan Manuel Valea

MANUFACTURER: Italeri

SCALE: 1/72

PARTS: 113 grey plastic, 5 clear plastic

TYPE: Reissue with new decals

OPTIONS: 4

The model comes in a large top opening box with nice box art. Inside you'll find two large light grey sprues and one small clear sprue. On first inspection the parts reveal some very nice recessed detail, including rivets, although flash can be seen on many parts.

Several choices are provided for the modeller: wings folded or not, speed brakes open or closed, boarding ladders closed or opened, and canopy open or closed. Right from the start, I knew I wanted to do a plane with folded wings, firstly because I had never made one, and second to save space on the cabinet.

Instructions are typical Italeri, six steps clearly explained with black and white drawings.

Four colourful colour schemes are provided, with a rather large decal sheet that covers even the smallest stencil, which looks really nice and in perfect register.



THE BUILD

I started with the cockpit, which comprises the tub, seats, stick, and instrument panel, all with beautiful moulded relief detail. The seats are provided in four parts, with seatbelts and ejection handles. The

completed interior was painted with Revell Aquacolors, starting with a light grey.

For the instrument panel, I applied a generous coat of Tamiya Black Panel Liner directly over the plastic. When it was dry, I gave it a light dry

brush with silver and then a few touches of colour here and there, including bright green for the screens. Before closing the fuselage, fans were added to the turbines intakes and exhausts, suitably painted in steel and black.





Closing the fuselage was a tricky affair as it includes the cockpit tub, instrument panel, bottom part of the fuselage as a separate part, and the housing for the tail hook, also as a separate part. Eventually, with a little tweaking and a little cursing, I managed to close the thing with a reasonable result, although some putty was needed to make good.

The wing halves came next and fit very well as do the tailplanes. I assembled and added the undercarriage, but at this point I discovered I had forgotten to add weight in the nose, so I would have a nice tail seater. To avoid this I attached the arrestor hook in the down position to act as a prop, not very accurate but most effective.

I built two of the external fuel tanks (five are provided considering this version's role as a tanker) but I only added the two as shown for the option I had chosen. The large windshield and canopy were now added and masked and it was time for a trip to the paint booth.

PAINTING

All four schemes provided carry the classic light gull grey over white scheme that I really like to paint and weather. All painting was done with Tamiya acrylics unless otherwise stated.

The first step was to paint the model overall white, adding some black pre-shading to the upper cowlings panel and blotches sprayed randomly on different panels, then two light coats of flat white on the underside and some blotches on random upper panels. A little masking and it was grey time; a light coat of XF 80 for the topside but letting a small amount of the preshading show through.

For the radome, I used the trusty hairy stick and a blend of Revell Aquacolor Desert Yellow, White, and Yellow to make radome tan. After that two coats of Tamiya X 22 Clear sealed everything. Decals were added, with the full load of

stencils (which took some time) followed by another coat of gloss varnish.

A micro black pen was used to pick out the hinge lines of the control surfaces, and a mechanical pencil with 2B lead was used on all panel lines before I added a few raw umber oils dots applied randomly and brushed in the direction of the airflow to create streaks.

After that a coat of Tamiya XF 86 Flat Clear with a drop of grey was applied to tone down the decals.

The last step was to apply pigments with a dry brush, especially on a few decals where silvering had appeared, and a black/brown acrylic was used on the white legs, wheels, hubs, fuel output and wing folding mechanism.

DECALS

Four colourful schemes are provided and I chose one from VA 176 Thunderbolts, onboard USS America in 1978. The other three are: VA-35 Black Panthers USS Nimitz 1975; VA-75 Sunday Punchers 1990; and VMA (AW)-224 Fighting Bengals USS Coral Sea 1971.

The decals went on smoothly and reacted well to Micro Set and Sol. I used all the stencils (unusual for me), although some silvering appeared after the last matt varnish coat in a few places and had to be touched up.

CONCLUSION

This is a nice kit, with good surface and interior details and good, but not perfect fit; the flash around most pieces was the biggest let down.

I could recommend this kit to every modeller, even the total novice. The finished plane looks awesome and every part like an Intruder (tanker in this case). My thanks to Italeri and their UK importer for supplying my Intruder Tanker

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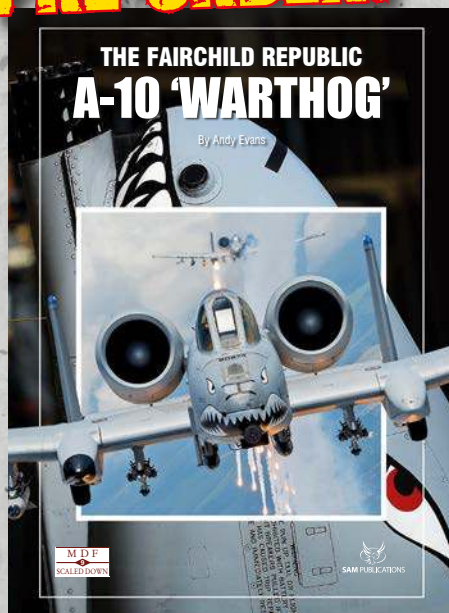
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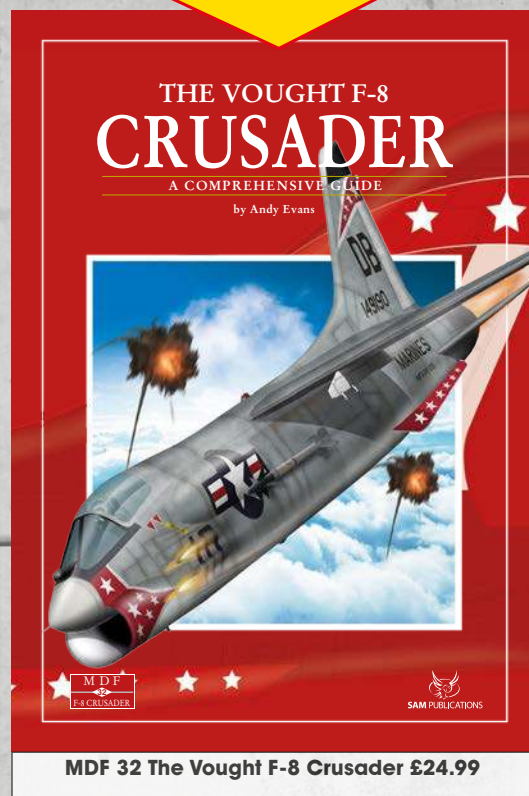


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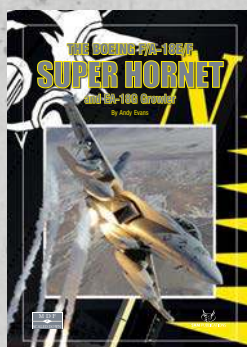
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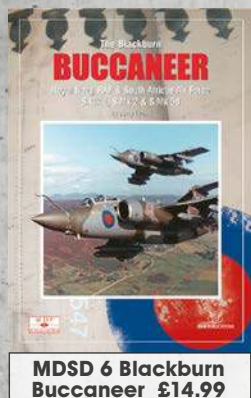
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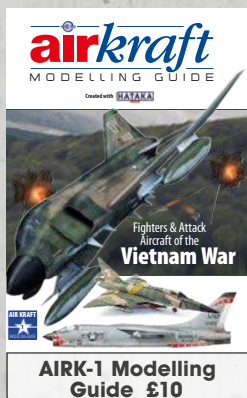
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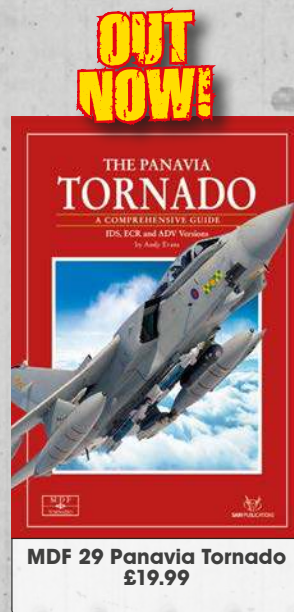
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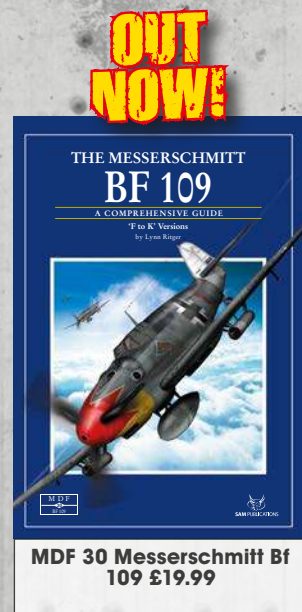
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THE News

ALL THE LATEST NEWS FROM AROUND THE WORLD

As I write this we are in the first week of the new year with most manufacturers and importers still closed after the Christmas break, and with the worlds largest trade show the Nuremberg Toy Fair just a few weeks away many are playing their cards close to their chest. But we have still managed to find a few new announcements to tell you about



Something Old Something New

Surprisingly Airfix have announced their plans for the next year in advance of the two big toy fairs in London and Nuremberg. The big announcements in 1/72 scale new tool 1/72 scale Blackburn Buccaneer, Mig 17 and in 1/48 scale a Spitfire FR.XIV and a 1/48 scale Tiger Moth. The big surprise was after years of retiring and replacing older moulds now we have a whole selection of vintage kits with their original markings like the 1/144 scale Concorde prototype in B.O.A.C markings from 1966 and Hawker Demon fighter from two years later. Many of the kits have not seen the light of day for many years, so will be welcomed by many though maybe not kit collectors?

There are a few modified tools



and new decal releases. And I was pleased to see that the next Hawker Hunter will be the most attractive version, the F.4.

1/144 SCALE

BAC/ Sud Aviation Concorde Prototype (Classic)

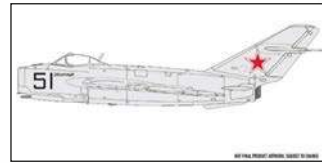
1/72 SCALE

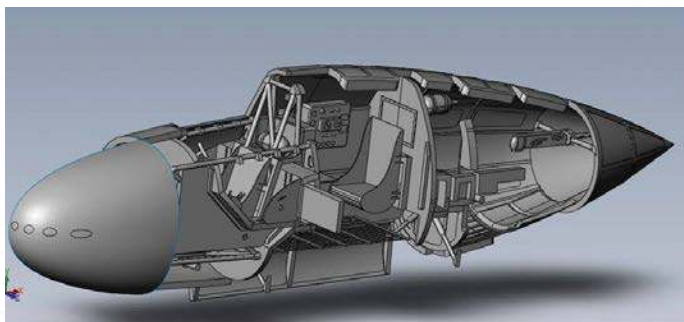
Blackburn Buccaneer S.2 Royal Navy
Bristol Bulldog (Classic)
Hawker Demon (Classic)
Hunting Percival Jet Provost T.4
De Havilland Heron (Classic)
Douglas A-4B/Q Skyhawk

Fieseler Storch
Gloster Gladiator I/II
Hawker Siddeley Dominie (Classic)
Handley Page Jetstream (Classic)
Hawker Typhoon
Henschel Hs-123 (Classic)
McDonnell Douglas FG.1 Phantom
Messerschmitt Me-262A-2A
Mig-17 (New Tool)
Northrop P-61 Black Widow (Classic)
North American B-25B Mitchell
Savoia Marchetti SM.79 Sparviero (Classic)
Vickers Wellington Mk.VIII

1/48 SCALE

De Havilland Tiger Moth (New Tool)
Hawker Hunter F.4
North American P-51 Mustang
Supermarine Spitfire FR.XIV



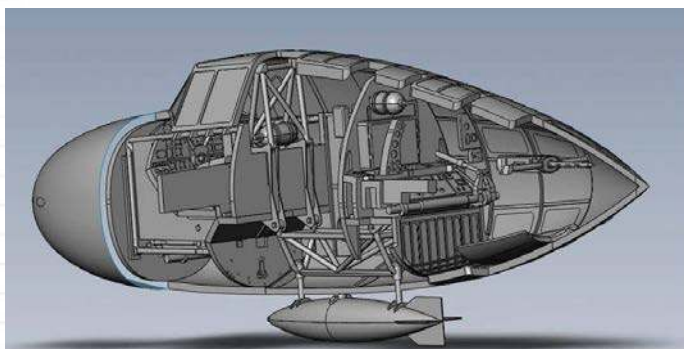
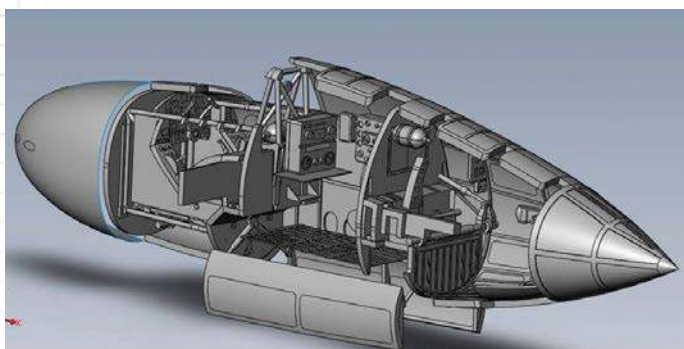


It's Reaper Time

The Fokker G.I Reaper was a contemporary of the Messerschmitt BF-110 but only a small number had reached front line service when Germany invaded Holland. Most of the 23 aircraft were destroyed on the ground and after the first day of invasion only 3 Reapers survived and continued to be

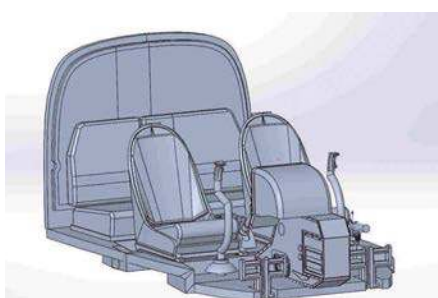
used mainly in the ground attack role for a further 4 days and Holland's total conquest.

Now Micro Mir are in the final stages of producing a 1/48 scale kit of the Reaper and the CAD's show this is Micro Mir's most detailed kit to date. Watch for this new kit in the second quarter of 2019.



Who would have thought

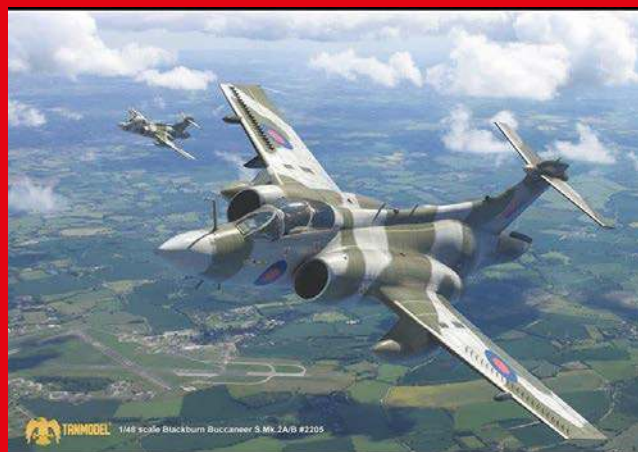
It was announced in 2016 that the Aerospatiale Gazelle will remain in service with the British Army until 2025 meaning that the 34 remaining examples will have been in service for over 50 years. So it is surprising it has taken this long for someone to produce a



Bad news from Turkey

Turkish manufacturer Tan models has been working on a 1/32 Su-33 for a number of years and we have seen some sprue shots while there 1/72 and 1/48 scale Buccaneer projects are at a far earlier stage of development. (Will the 1/72 Buccaneer go ahead in view of the Airfix

Announcement?). The Su-33 was supposed to be available in 2018 but in their New Year Message they have confirmed a delay on all 3 projects though they hope to have them available at some point in 2019 but with no definitive date.



new 1/48 scale to replace the basic Fujimi kit that came out not long after the Gazelle entered service. And rather unsurprisingly it is Micro Mir who have announced

this new project for release in the summer. Now can we hope for a new Westland Wasp/Scout later in 2019?

Proving the concept

The Gloster E28/39 Pioneer was produced to test the jet engine design of Frank Whittle and became the third jet aircraft to fly after the German He-178 and Italian Caproni Campini N.1. The first kit of this important type in 1/72 scale was released by Frog in 1966 and since then a number of manufacturer have produced 1/72 scale kits but none rival the first release from ClearProp. This manufacturer started by producing four grey sprues before adding a resin Power Jets W.1 engine which is visible through the removable engine hatch in the upper fuselage. Next comes three sprues of etched brass plus a small set of masks for the clear canopies and some acetate film to supplies the dials behind the etched instrument panel.

The decal sheets supply markings for the two E28/39 produced, W4041/G and W4046/G. The top secret nature of this aircraft, is indicated by the G after the serial, indicating the airframe was to be guarded at all times.

This certainly looks to be a manufacturer to look out for in the future based on there first release.



Moving Around

It is hard to believe that it is over 20 years ago that Accurate Miniature's launched onto the market with a range that raised the bar on what was possible with injection

moulded plastic. Since their demise many of their kits have been reissued under other brand names from around the world.

The 1/48 scale YAK-1 is one of those that has not seen new



life under multiple brands. To date only Eduard has released limited run kits based on the original toolings but these have been unavailable for some time. Now the toolings have quite appropriately ended up

back in Russia and are being released by Zvezda. Only the bubbletop Yak-1b has been announced to date but you never know we may see the early high back version at some point



CZECH News

By Tim Upson-Smith

As I write this, it is only the beginning of January and it doesn't seem possible that I am already writing the February news section, time flies! Despite the Nuremberg Toy Fair coming up, we do have some news this month and I am sure next month we will have a bumper news section after our visit to the fair!

The year ahead is looking good from what we have seen already and it looks like there will be something for most modellers, with a nice selection of military and civil aircraft, from the First World War to the modern era being announced in the popular scales. So, on with the news.

As ever if you would like your company to be featured, please drop us a line to the editorial email.



Fokker Mag.



Mustang or Fokker? Or both!

EDUARD

2019 is looking to be a vintage year from Eduard, with some very interesting releases planned, for the coming months. If you fancy being one of the first to get the all new tool 1/48 scale P51 Mustang, then head over to Chattanooga in August for the IPMS US Nationals

For fans of 1/72 scale First World War aircraft, you will be pleased to hear that the all new tool Fokker DVII will be released in May. The kit will mirror its 1/48 scale counterpart in some respects but Eduard has said that by the time everything has been updated it will bear little resemblance to its larger cousin. I am looking forward to the Eday release of a MAG built DVII, this will be a special edition like the earlier 1/48 scale version, which will feature several interesting Czech options. The initial release of this kit will be in May

and promises to be a good one!

This coming year will also see the release of a number of 1/48 scale Bf109 versions including the last of the Messerschmitt built versions the K as well as a G-14, I must admit that up until recently I hadn't realised that there were so many! The production of Eduard's 109 family will culminate with the Avia S-199 and CS-199, although these are a long way off as 2020 is the earliest they will appear..

Throughout the year there will be further versions of the excellent 1/72 scale MiG-21 released, I have almost finished my 'Quick Build' of this kit, which should feature in next month's issue.

In February Eduard will release a 1/48 scale ProfiPack Tempest Mk.V series 2, as well as the expected RAF camouflage markings, this will also include a post war silver version with a rather smart black and white spinner. Also, in the ProfiPack line in 1/48 scale the Mirage

Tempest Mk.V series 2 ProfiPACK



Mirage IIIC ProfiPACK



IIIC will be reissued after an eight year absence from the range. There is only one 1/72 scale February release and that is the F6F-5 in the Weekend line. As ever the kit range is just scratching the surface of the Eduard's monthly releases, as the etched brass, masks and Brassin ranges continue to expand with some amazing accessories to enhance your models.



Busy times

SPECIAL HOBBY

The Special Hobby moulding machines never seem to stop and it looks like we can expect some gems later this year! In June, hopefully

for ModelBrno, Special Hobby will release the long-awaited 1/48 scale Siebel Si 204D, the box art for it by

Standa Hajek is stunning, connected to the Siebel, there is an alternative nose section being made for the Si-204E/C-3B bomber version. The team are also working on the moulds for a 1/72 scale Night Fighter Meteor, which I am sure will be very popular with fans of British Cold War



jets. I have just seen the news that the airworthy UK based Meteor NF has had its last flight into Bruntingthorpe. So, if you are based in the UK and you are looking for reference material head over to the Bruntingthorpe Aircraft Museum, Leicestershire.

A more imminent release will be the 1/72 scale Breda Ba.88B Lince, an Italian twin engined

bomber, which I cannot work out if its an attractive aircraft or not! Another 1/72 scale kit which should be available by the time you read this is the B-18B Bolo, and I know they say beauty is in the eye of the beholder, but this one is definitely interesting looking, but not pretty (to my eye).



Thunderbolts!

SWORD

We have been sent some stunning Jerry Boucher artwork which with any luck will be adorning the boxes of the next three releases in 1/72 scale from Sword. First up we have two versions of the F3H Demon, the F3H-2 and F3H-2N. The one that has really caught my eye though is the P47N Thunderbolt. I am lucky enough to have the only airworthy example in Europe based at my local airfield, Sywell, Northamptonshire, UK.



Nautical T

BRENGUN

See page 36 in the SAM section for a first look at the new Bf109 T-2 from Brengun, it looks like it should be a good little build! I will be catching up with Brengun/Hauler at Nuremberg so more news next month.



Tantu Ju

KOVOZÁVODY PROSTEJOV (KP)

KP have announced a 1/72 scale Ju-52, in Czechoslovak service. We believe this kit may be the Heller tooling re-boxed by KP, we will let you know when we have more details. The box art shows a Ju-52 wearing Czechoslovak civil registration letters and a Czech flag on the tail. A blue flash down the fuselage over the green upper surfaces to add some colour and will certainly make for a different looking Ju-52.



Sharp!

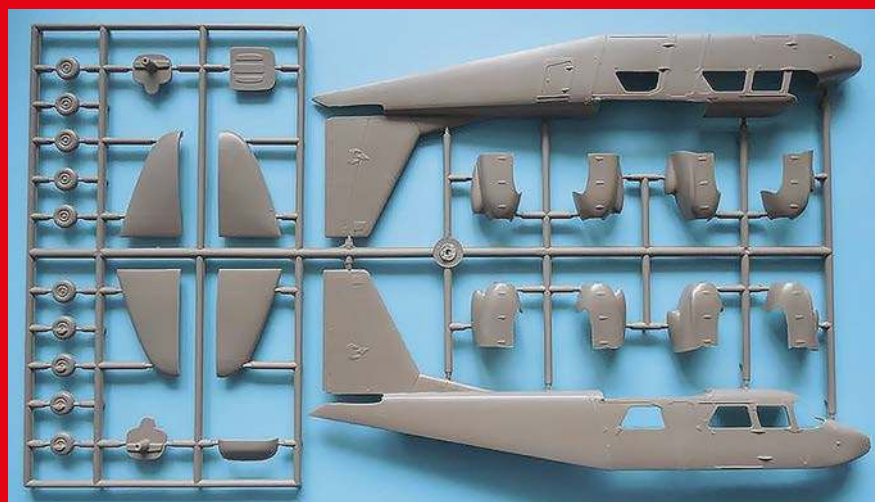
AZ

The very pointy nosed X-3 'Stiletto' in 1/72 scale, will soon be available from AZ and I am sure will prove popular with fans of American Experimental aircraft. If previous releases from AZ of experimental aircraft are anything to go by, I think we should have a 'what if' version of the X-3 soon too!

Very Civil

VALOM

Valom are in the process of releasing kits of some rather interesting British aircraft, first up in 1/72 scale is the Scottish Aviation Twin Pioneer and in 1/48 scale, they have now released several boxings of their Britton Norman Islander. I am sure this will prove a popular kit for those interested in civil aviation, although of course, it did see military service and this is reflected in the Belgium, Israeli and Danish Air Force options. It is really nice to see aircraft like the B.N Islander and the recent 1/72 scale De Havilland Albatross being kitted, as more 'mainstream' manufacturers tend to shy away from civil aviation. So thanks Valom and keep up the good work!



POLISH News

By Marcin Wawrzykowski

The end of 2018 saw very interesting new releases from the Polish modelling market. The long awaited Arma Hobby 1/72 scale Hawker Hurricane became a hit not only in Poland but also abroad. New aircraft models were also released by IBG Models, Bigmodel and Lukgraph. Christmas may already be behind us, but maybe Santa can be late and deliver some of these new kits!

IBG

The wait for Łoś is over and the end year saw the 1/72 scale Karaś and Łoś released. The next version of the Łoś will be the PZL 37 B II. The difference between this and the B I version is the fuselage window positions, so a new fuselage has been moulded. In addition,



we have two types of engine covers and exhaust outlets to choose from in the B II kit. The vertical tail is also different.

The next version of the popular PZL Karaś will be the PZL.23 Karaś II. This is based on the same mouldings as the PZL.23 B (early / late) kit, but to produce the new version you will need to follow the instructions carefully, regarding the landing light positioned on the undercarriage. Also the cockpit will require a few changes, so this boxing will be one for the more experienced modeller who



has access to the excellent new book from MMP on the Karaś.

PZL.23 KARAŚ II – POLISH LIGHT BOMBER

SCALE: 1:72

KIT NO: 72508

DECAL OPTIONS: 4

STATUS: injection model, photo etched parts.

PZL.37 B II ŁOŚ – POLISH BOMBER

SCALE: 1:72

KIT NO: 72515

DECAL OPTIONS: 1

STATUS: injection model, photo etched parts.

ARMA HOBBY

The new models of the legendary Hawker Hurricane were announced at the end of September, but the release was delayed a bit. The appetite for aircraft models from 303 Squadron has been awakened by two recent feature films about the legendary Polish squadron. However, the kit was worth waiting for, because Arma Hobby has pulled out the stops with this kit in terms of accuracy as the kit was based on the original factory documentation.

Arma Hobby has also released another version of their Fokker E.V, this new boxing commemorates the 100th anniversary of Poland's independence, and the 100th anniversary of the end of the First World War. It contains four markings options, two German and two Polish, including the plane attributed to Lieutenant Stefan Bastyr, the pilot who made the first combat flight in Polish Aviation.

HAWKER HURRICANE MK.I EXPERT SET

SCALE: 1:72

KIT NO: 70019

DECAL OPTIONS: 4

STATUS: injection model, photo etched parts, masks.

HAWKER HURRICANE MK.I MODEL KIT

SCALE: 1:72

KIT NO: 70020

DECAL OPTIONS: 2

STATUS: injection model.

FOKKER E.V LIMITED EDITION - LOZEGNE

SCALE: 1:72

KIT NO: 70014

DECAL OPTIONS: 4

STATUS: injection model.



BIGMODEL

In the world of airline models a lot has also been happening recently. The Bigmodel range has expanded to include models of the IL-14 in 1/144 scale. In my view the IL-14 is one of the most beautiful piston powered passenger aircraft. They have also released the Jak-40 and the immortal IL-18. I am beginning to suspect that



Bigmodel will soon release kits of every airline that have ever used the IL-18!

JAK-40 INSTYTUT LOTNICTWA

SCALE: 1:144

KIT NO: 1440042

DECAL OPTIONS: 3

STATUS: injection model.

JAK-40 PLL LOT

SCALE: 1:144

KIT NO: 1440017

DECAL OPTIONS: 2

STATUS: injection model.

IL-14 INTERFLUG

SCALE: 1:144

KIT NO: 1440021



DECAL OPTIONS: 2

STATUS: injection model.

IL-14 PLL LOT

SCALE: 1:144

KIT NO: 1440019

DECAL OPTIONS: 2

STATUS: injection model.

IL-18V TAROM

SCALE: 1:144

KIT NO: 1440039

DECAL OPTIONS: 1

STATUS: injection model.

IL-18D AGHALIEAUK AIRWAYS

SCALE: 1:144

KIT NO: 1440036

DECAL OPTIONS: 2

STATUS: injection model.



IL-18V GERMAN EUROPEAN AIRLINES

SCALE: 1:144

KIT NO: 1440038

DECAL OPTIONS: 3

STATUS: injection model.

IL-18V IRS AERO

SCALE: 1:144

KIT NO: 1440035

DECAL OPTIONS: 1

STATUS: injection model.

IL-18GR POLNIPPON

SCALE: 1:144

KIT NO: 1440037

DECAL OPTIONS: 2

STATUS: injection model.

Lukgraph

The end of 2018 saw the release from Lukgraph of the US Vought SBU-1 in 1/32 scale. I am sure that this classic and elegant American biplane will become the pride of many collections. Fans of First World War aircraft in 1/48 scale may also be satisfied with the release of the FF-33L seaplane model (previously released by Ardpol). The kit has been updated by Lukgraph with wire reinforcements and



the inclusion of photo-etched parts. The model can be made in the German markings and, of course, a Polish version from the Naval Air Base in Puck.

LUKGRAPH: VOUGHT SBU-1

SCALE: 1:32

KIT NO: 32-15

DECAL OPTIONS: 3

STATUS: resin model, photo etched parts.

LUKGRAPH: FRIEDRICHSHAFEN FF-33L

SCALE: 1:48

KIT NO: 48-05

DECAL OPTIONS: 1

STATUS: resin model, photo etched parts.

LUKGRAPH: FRIEDRICHSHAFEN FF-33L

SCALE: 1:48

KIT NO: 48-06

DECAL OPTIONS: 1

STATUS: resin model, photo etched parts.

Faster-Lower-Longer

The Blackburn

BUCCANEER

S.1. S.2 and Mk.50

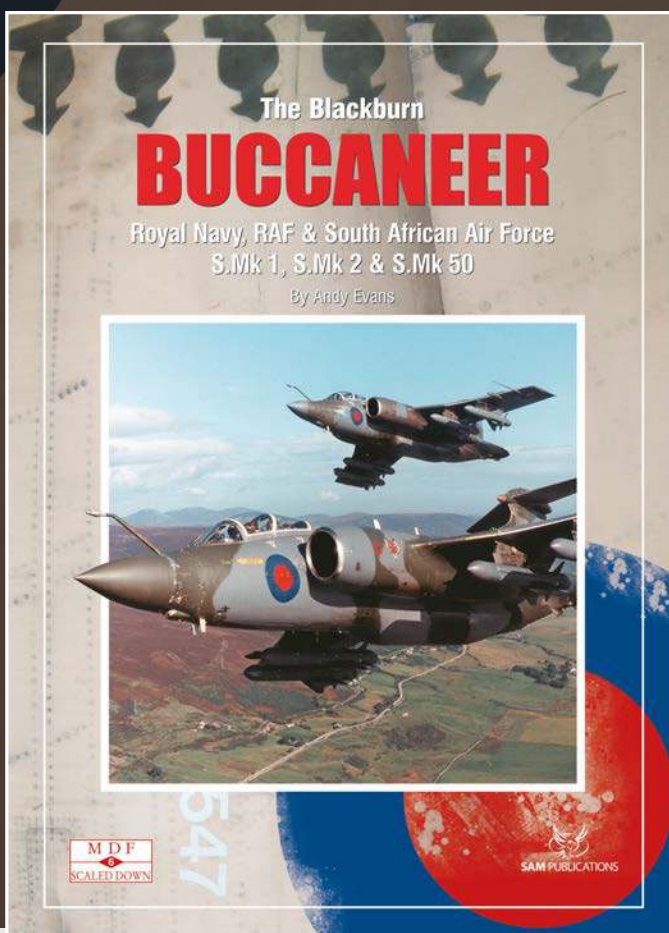
**MDFSD 6
BUCCANEER
£14.99**

+ P&P

MDF Scaled Down #6

By Andy Evans

Built by Blackburn at Brough, the Buccaneer epitomises the very essence of the fast, low-level ground attack concept, coupled with an inherently stable ride. The Buccaneer was designed in the late 1950's as a low-level, long range, high speed, strike/attack/recce aircraft for carrier operations. It was produced in two main variants, the S.1 and the much improved and more powerful S.2, serving with both the Royal Navy and later the RAF from 1965 to 1994. Having enjoyed a successful, albeit relatively uneventful, career with the Royal Navy, the Buccaneer realised its true potential with the RAF and South African Air Force where it soon proved itself to be an immensely strong, manoeuvrable and reliable aircraft with a better speed, range and weapons carrying capability than many others. This was borne out during the many NATO exercises but came to public attention during Operation 'Granby' in the Gulf War. Here twelve Buccaneers were dispatched at three days notice, initially to laser designate targets for Tornado bombers, and later in the campaign, they acted as both Tornado designators and bombers in their own right whilst carrying out missions dropping their own 1000lb LGB's. In total the type flew 216 Gulf sorties, destroying numerous bridges, aircraft shelters, runways, command bunkers, ammunition stores and even



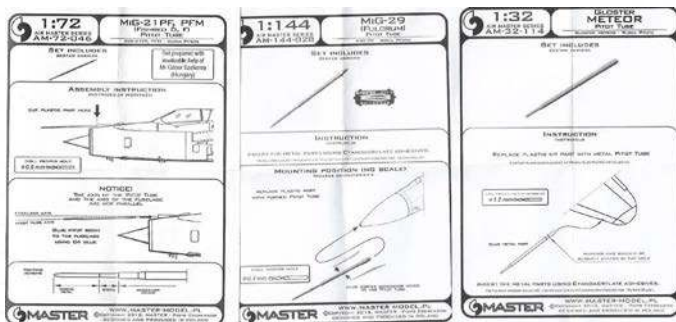
Cover: Illustration Purposes Only



other aircraft. The Buccaneer was prematurely withdrawn from service in 1994 as a result of arms reduction talks and the subsequent rationalisation of RAF assets, being replaced in the maritime strike role by more modern Tornado IDS aircraft. This new MDF Scaled Down from SAM Publications takes you into the heart of the Buccaneer, as we go faster, lower, longer!



ORDER HOTLINE: 44 (0)1234 211245
ORDER ONLINE: www.sampublications.com



Master Models

This month we have a number of new pitot probe sets from Master Models, including a set for the Gloster Meteor in all four major scales.

1/32 SCALE

AM-32-114 GLOSTER METEOR PITOT TUBE

Designed for: HK Models

1/48 SCALE

AM-48-152 GLOSTER METEOR PITOT TUBE

Designed for: Airfix

1/72 SCALE

AM-72-046 MIG-21PF/PPM (FISHBED D, F) PITOT TUBE

Designed for: Various

AM-72-142 GLOSTER METEOR PITOT TUBE

Designed for: Various

1/144 SCALE

AM-144-028 MIG-29 (FULCRUM) PITOT TUBE

Designed for: Various

AM-144-032 GLOSTER METEOR PITOT TUBE

Designed for: Miniwings

CONCLUSION

These sets are simple upgrades that are lot tougher than the plastic parts they replace, and are very handy if you take your model to shows (as well as surviving your partner's dusting sessions!)

The full Master range can be viewed on their website at www.master-model.pl and in the UK the range will be stocked by Hannants.

Our thanks to Piotr Czerkasow for supplying us with the review samples.

RB Productions

At Telford RB Productions launched a new product which sold out during the course of the show! Always the sign of a good idea.

This new product is an etched metal square and protractor set. Not a revolutionary subject, but it has been produced in thin stainless steel that can conform to the curves of your model. It is available in two versions, depending on whether you want it marked in

inches or metric. Whichever you choose small holes are marked around the edge of the tool enabling you to accurately mark distances on your model.

NO SCALE

RB-T50 Set Square and Protractor (Metric)

RB-T51 Set Square and Protractor (Inches)

CONCLUSION

These are another high-quality and useful product that is very reasonable priced at just €7.50. After selling out at Telford it is now back in stock on their web site at www.radubstore.com.

Our thanks to Radu Brinzan for supplying the review samples.



Airscale

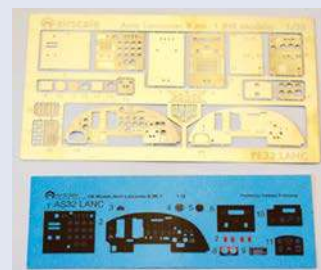
Airscale's range of instrument dials and placards has become a regular feature of my model builds. Now they have released a complete package for HK Models' 1/32 scale Avro Lancaster, featuring etched brass and decals to completely replace the instrument panel, direction finding instrument, throttle quadrant, and flight engineer's, navigation, and circuit breaker panel.

You start by applying the decals to an etched backing panel, followed by a layer of clear plastic to act as the glass dial cover. Next you paint the raised detail instrument panel before attaching it with a PVA based white glue. The instructions are comprehensive and use a mix of colour photographs of the real thing plus easy-to-follow text to guide you through the process.

1/32 SCALE

PE32 LANC AIRSCALE AVRO LANCASTER INSTRUMENT PANEL UPGRADE INSTRUMENT PANEL

Designed for: HK Models



CONCLUSION

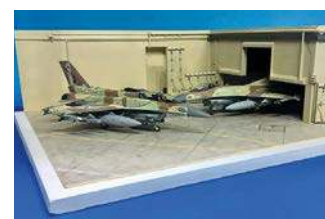
If you have spent £399 on the HK Models Lancaster you are obviously going to want to build the best model you can. This set supplies an easy and accurate upgrade to the very visible cockpit on this large model. It is a highly recommended addition to the Airscale range and I hope they consider something similar for the Hobbyboss B-24 that has just been released.

Our thanks to Airscale for the review sample which can be ordered from their website at www.airscale.co.uk along with the rest of the Airscale range.

Noy's Miniatures

The latest release from Noy's Miniatures is a bit different from anything they have produced in the past – a very limited edition mixed-media kit that represents in 1/72 scale the typical Hardened Aircraft Shelter (HAS) that has been in use for many years by the Israeli Air Force.

The kit includes 12 resin parts, four photo-etch parts, a full-colour tarmac print and full-colour assembly instructions. It enables the modeller to build various-sized HAS dioramas, according to their preferences, and is designed to show a partial area of the structure's inside as well as the external vicinity. You will need to provide a few extras from



readily available styrene plastic ranges; full details are included on the illustrated instruction sheet.

1/72 SCALE

ISRAELI HARDENED AIRCRAFT SHELTER KIT

Part Number: 72K101

CONCLUSION

I was really inspired by this set and how I can add more detail into the HAS, including LED lighting. I am not sure if this item will be stocked by Hannants, but they do carry most of the bases that are Noy's Miniatures stock in trade. You can contact Noy's direct for pricing and postage at noypines@netvision.net.il.



Löök By Eduard

Eduard's Löök range enters double figures with the release of three new sets.

If you are not aware of this range they combine their pre-painting technology with their resin range to produce some beautiful instrument panels,



which are perfect for modellers like me who have not got the world's best painting skills. Also included is a set of pre-finished steel belts. Steel is used on many of the newer seatbelt sets as it is more malleable than the original brass and is easier to pose realistically.

1/48 SCALE

644006 HAWKER TEMPEST MK.V

Designed for: Eduard

1/32 SCALE

634009 CURTISS P-40N-1
WARHAWK

Designed for: Eduard/Hasegawa

634010 REPUBLIC P-47D
THUNDERBOLT

Designed for: Eduard/Hasegawa

CONCLUSION

I really like the Löök range as it supplies the two things that I would normally add to my models, and I do not always have the patience and skills

needed to fully use some of the brass sets that Eduard produce.

If you have the opportunity to see these sets at your local Eduard stockist I am sure you will be as impressed as I am.

Our thanks to Eduard for the review samples.

Dead Design Models

Heralding from the Czech Republic, Dead Design Models were formed in autumn 2017 by Jan Hajicek, who has had a lot of experience in the model industry designing products for the likes of Eduard and Special Hobby. His new venture, Dead Design Models, has so far been focusing on Japanese subjects, with a selection of 50-plus masks; resin sets; resin accessories in 1/48 scale; and wet transfer stencils on the way, which are perfect for natural metal finishes (NMFs). Future releases look promising, and I have been told that whilst they are focusing on Japanese subjects at the moment, Dead Design are looking to expand their range.

In this review I will be looking at two 1/48 scale sets from Dead Design Models: VM48 025 Ki-61 I Hien (Tamiya 1/48) Inspection Covers from the Hard Core NMF Series, and VM48 013 A5M4 Claude (1/48 Fine Molds) Canopy Mask.

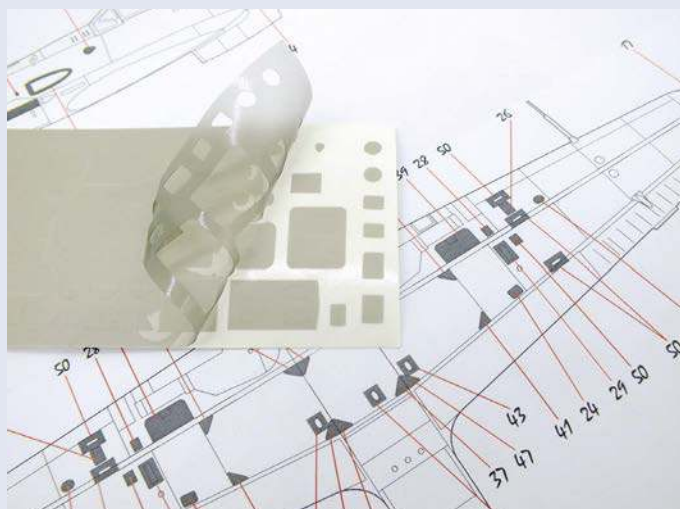
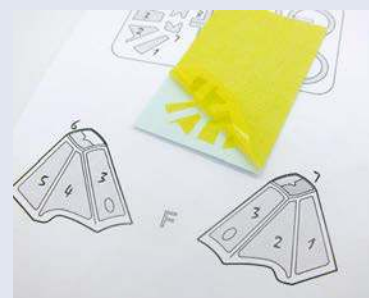
Both sets are supplied in

push-lock plastic bags backed with a folded sheet of thick paper that doubles up as the instructions. The instructions are simple and easy to follow and the masks have been numbered with a parts map on the instructions sheet, making identification a bit easier.

The Claude masks are supplied on a very thin kabuki tape and are die-cut and clean. Upon testing they peel nicely from the sheet backing. The cuts are sharp and I could not find any burrs or any masks stuck to the carrier sheet.

The Hien inspection cover masks are a little different to the usual masks we see being manufactured. Firstly they are made from a very fine 80 micron PVC film (sitting nicely between the thicker vinyl material seen in Montex Masks and kabuki tape) and from my tests so far they are flexible and stick well. The masks are very encompassing, allowing you to mask most if not all of the inspection hatches.

These masks were created to aid modelers to achieve a varied NMF by allowing you to spray the access hatches and panels varying shades of metallic before masking them off, then spraying the rest of the finish for



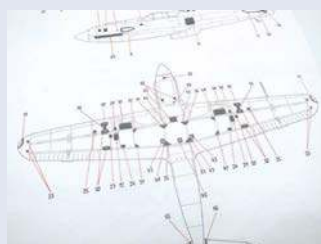
a more varied look. Also on the sheet are masks for the exhaust surrounds, which on the Hien were usually black, plus sections to block off the wheel wells and a mask that will help you divide the red section on the tail.

CONCLUSION

Dead Design Models are providing some interesting

products. Their canopy masks are great quality and the inspection cover masks are a fantastic idea. Carefully thought out and well executed, they will save you time and help you to attain the perfect metal finish.

Look out for these products being used in future builds from the author! Highly recommended.



Iwata Five Ways to Spray and the HP-C Plus

I have used various airbrushes over the years I have been modelling. My first was a second- or third-hand Badger 200 that enabled me to learn the basics. Then one Christmas I received an Iwata Eclipse from my wife. Twenty years later that brush is still on my workbench due to its predictable nature, but it was pure luck that she purchased the right airbrush for the type of modelling I did.

Now Iwata has simplified the buying process by dividing the range into five separate sections.

Five Ways to Spray

The key principle is to know what you want the airbrush for.

Iwata have divided the range into five levels and the airbrush you need is decided by the spray pattern the brush can achieve. Most scale modellers can concentrate on Levels One to Four, as Level Five covers brushes that have a wide to extra-wide spray pattern; the only real use for modellers would be to apply varnish coats so these are quite limited in what they can do for us.

The first level is the High Precision range which covers extreme and fine detail. These are ideal for the figure modeller but I feel that other than small-scale 1/144 to 1/72 Luftwaffe mottle this would be too small a spray range for most modellers.

At the other end of the scale is Level Four: Effortless Coverage. These brushes are in the middle of the spray pattern range and include the entry models Neo and Revolution range. These would make a good first airbrush choice but many will soon outgrow these in the quest for more control and the ability to do finer detail.



The two main ranges that most modellers will be looking at are Levels Two and Three and here it is really down to the modeller. My Iwata Eclipse is in Level Three, which is classed at the higher end of the fine detail range, up to a wide pattern. I have no problem doing 1/32 Luftwaffe mottle but at 1/48 scale I am really pushing the limit of my capability.

Level 2: Total Control and the Iwata High Performance HP-C Plus

So would a different airbrush solve my issues or is it just that I am useless at doing mottle in smaller scales?

The High Line and High Performance Plus are based on the original HP range, which Iwata introduced over 50 years ago and which established their reputation as one of the leading manufacturers of airbrushes in the world. The model I use is equipped with a large 7 ml cup with a cover. I find this is perfect for my clumsy nature and the fact that I do a lot of 1/32 modelling.

However, most modellers will



prefer the smaller 1.5 ml top-mounted cup (HP-B) or the side-mounted 1.25 ml cup (HP-SB), but larger sizes are available. They are a simple push-fit so are very easy to change if you want to apply multiple colours in one session. These brushes are designed for fine and medium work and I really like the fact that a test strip is included that shows the spray pattern achieved with the brush as it goes through quality control.

As with my Eclipse the double action is smooth and flawless. I was soon spraying very thin lines with confidence using the MR. Paint and Tamiya paint ranges I am most confident in. The pre-set handle is included as standard and this simple system for limiting the amount of drawback of the needle ensures that you can achieve a constant spray pattern, and I was instantly spraying 1/48 scale mottle with ease.

In fact, after a few sessions I could even manage a 1/72 scale mottle by removing the outer part of the crown. This does leave the needle exposed, so you have to be very careful handling the brush to avoid damage until it is replaced. This tight a spray

pattern is something I have never come close to achieving before with my Eclipse.

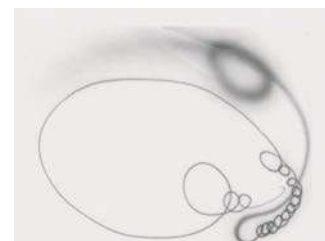
Cleaning was also made easier by the easy access to the needle, as I could spray airbrush cleaner through the brush by using the hollow cutout around the needle to pull it fully back. The included spanner makes removal of the head simple and the inclusion of a small tube of Iwata Lube will ensure that your airbrush action will perform smoothly for many years.

CONCLUSION

With the closure of so many model shops, buying one of the most expensive purchases in our hobby has become increasingly difficult. I think this new system will help many modellers choose the correct brush for their needs.

I also hate to say it but I think my Eclipse has been relegated to spraying large areas and varnishes, while my day-to-day brush will become the Iwata HP-C as it is a Mary Poppins brush – practically perfect in every way.

My thanks to the Iwata for giving me the opportunity to review this brush and for explaining the Five Ways to Spray system. For more details visit their web site at www.airbrushes.com to see the full Iwata range.



BarracudaCast

From BarracudaCast this month we have a whole range of wheel sets for the Fw 190 in 1/32 and 1/48 scale. They have also produced what is in my view a must-have, a replacement cowling for the Airfix Sea Fury. In the kit this is made up from a number of separate parts and it is quite hard to get them all together without losing the engraved detail. Barracudacast have produced a simple correction that moulds the cowling as one resin piece with separate hollowed out exhausts. How I wish I had had this set when I built my Sea Fury!



1/72 SCALE

BR 72353 FOCKE WULF FW 190A-1 TO A-5 MAIN WHEELS

Designed for: Various

1/48 SCALE

BR 48350 SEA FURY COWLING UPGRADE

Designed for: Airfix



BR 48356 FOCKE WULF FW 190A-1 TO A-5 MAIN WHEELS

Designed for: Various

1/32 SCALE

BR 32357 FOCKE WULF FW 190A-1 TO A-5 SMOOTH MAIN WHEELS

Designed for: Various

BR 32359 FOCKE WULF FW 190A-6 TO A-9/F / D RIBBED MAIN WHEELS

Designed for: Various

CONCLUSION

As always BarracudaCast have produced a set of perfect resin parts which ensures that even a mediocre modeller like me can do a better job than when using the kit parts.

The full BarracudaCast range can be seen and purchased from www.barracudacast.com. We thank Roy Sutherland of Barracuda Studios for supplying us with the review samples.

Eduard Brassin

Last month Eduard released their 1/48 scale Tempest and to say that it is well-detailed is a bit of an understatement; in fact it has probably one of the most complete out-of-the-box cockpits that I have ever seen. Given that, it was hard to see what the Eduard Brassin range of multimedia sets could bring to the party.

The first of two sets we received was the cockpit and though I thought the kit was complete, this set simply blows

it away in nearly every way. The 62 resin parts completely replace the kit's parts, while an etched brass set provides seat belts as well as a few items that cannot be produced in resin. A decal sheet supplies individual dials and placards to detail the resin panel.

To be honest I am thinking of building this as a kit in its own right and have it displayed next to the kit-produced model.

That was until I opened the second set which supplies fully-detailed gun bays for both



wings. Again the detail is first class with a special mention for the ammunition boxes with their 20mm shells, which will look amazing with careful painting. You could detail two models with this one set if you chose to open up just one bay on each model.

1/48 SCALE

648416 Hawker Tempest Mk.V Cockpit

Designed for: Eduard

648419 Hawker Tempest Mk.V Gun Bays

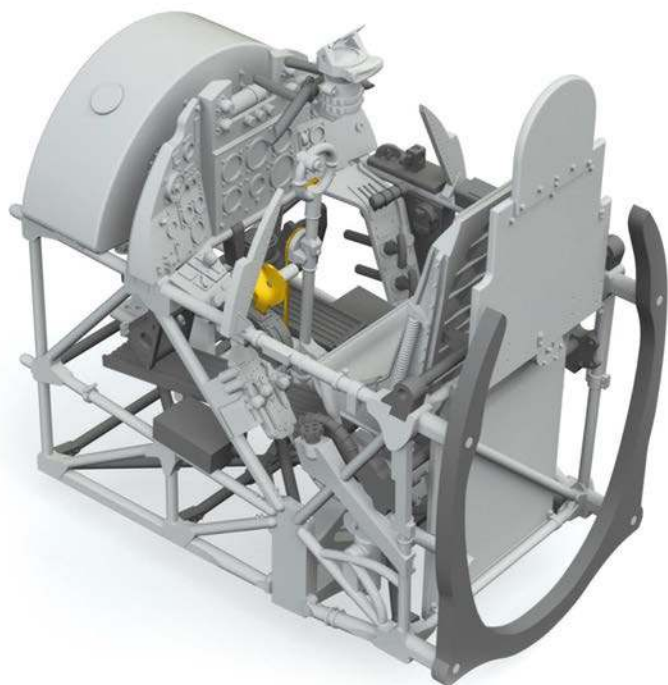
Designed for: Eduard

CONCLUSION

Both of these sets are jaw-droppingly good, particularly if you really want to make that special one-off model. The only downside is that these two sets will cost more than the kit you are going to add them to.

Now I am really hoping that they consider producing a separate engine set that when combined with the cockpit and gun bay can be used to make the ultimate model of this very attractive aircraft.

Our thanks to Eduard for supplying the review samples, which can be ordered from all Eduard stockists worldwide.





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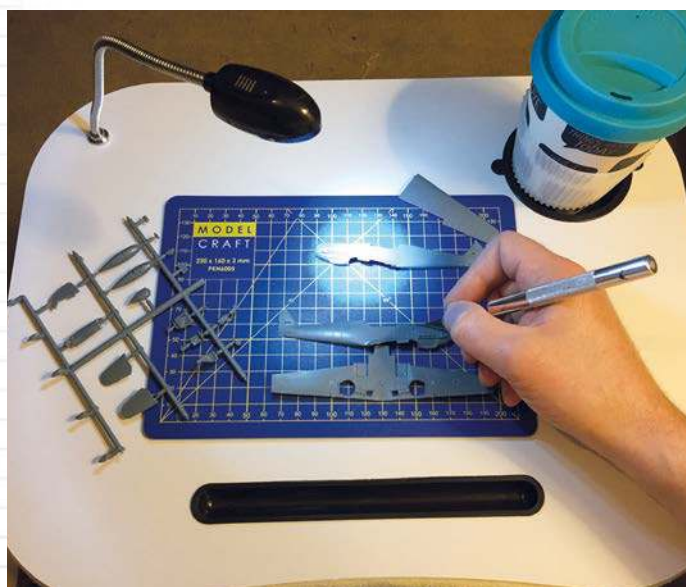
recesses ideal for holding a stylus, pen or craft tools.

As a modeller I am lucky enough to have a well-lit loft space to work in, but I must confess that I do like working downstairs where I can be more sociable with my family and sit

in my comfy armchair. So, this time of year sees a lot more of model making taking place in the living room. This lap tray with its cushioned underside is a good size to fit an A5 cutting mat and is ideal for prepping kit parts whilst sat in my armchair, listening to the radio. The mug holder is a bonus, although my favourite mug doesn't quite fit due to its handle, but my wife's china ones do... guess I need a new favourite mug! The little light is okay but if you are using the tray in a room with the light on you should be fine without it

The Shesto Lightcraft range offers a great value range of fluorescent and LED daylight magnifier lamps, including, table lamps, long reach & task lamps, headband magnifiers and lightboxes, many of which we have featured in these pages.

From occasional user to professional, Lightcraft has the product to suit your needs. My thanks to Shesto for supplying this product for us to review.



For more information on this and other products go to the Shesto website

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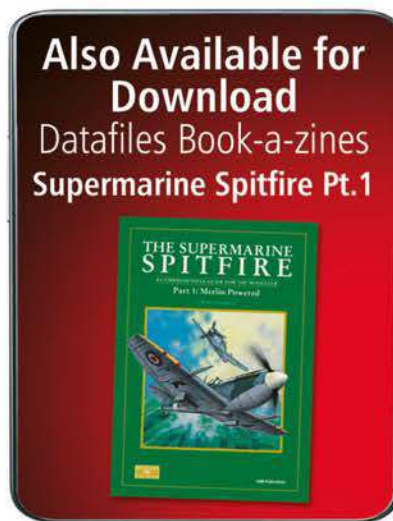
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Euro Decals

Euro Decals have a thing about the Tornado and now we have four attractive schemes for the GR.4, perfect for the new Italeri kit due in 2019. The three very attractive display schemes on this sheet will be welcome, though it also includes two more subdued options.

If you really want to go to town on the stencils Eurodecal have also released a sheet for all three major scales, which also includes the black dielectric panels that I always find hard to paint.

1/72 SCALE

ED-72119 PANAVIA TORNADO GR.4 STENCILS

Also provided in 1/48 scale ED-48118 and 1/32 scale ED-32118.



1/32 SCALE

ED-32117 PANAVIA TORNADO GR.4/4A

Panavia Tornado GR.4, ZA461 crewed by Wing Commander Jon Nixon and Squadron Leader Conan Mullineaux of XV[R] Squadron, RAF based on RAF Lossiemouth 2015.

Panavia Tornado GR.4A, ZA405, crewed by Flt. Lt. S. A. Jenkins and Wg. Cdr. N. S. Thomas of 12 Squadron, Royal Air Force, RAF Lossiemouth, November 2015.

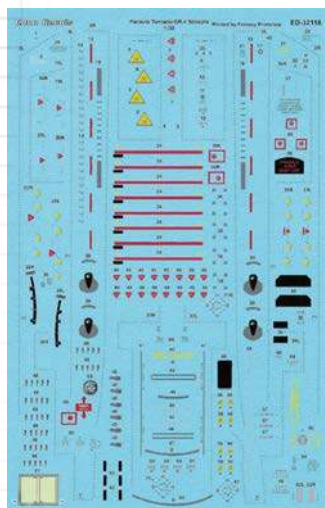
Panavia Tornado GR.4, ZA542, '021' of 31 Squadron, Royal Air Force, during 'Operation Ellamy' based at Gioia del Colle, Italy 2011.

Panavia Tornado GR.4, ZA560, 'EB-Q' of 41[R] TES Squadron, Royal Air Force, based at RAF Coningsby 2017.

CONCLUSION

I am laying down the 1/32 sheets for whoever is lucky enough to get the 1/32 GR.4 to build later this year.

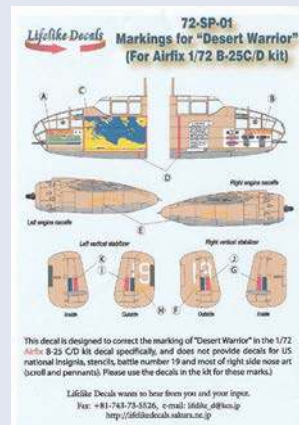
Our thanks to Fantasy Printshop for supplying the review sample, which can be ordered from their website at www.fantasyprintshop.co.uk.



Lifelike Decals

This month we have a very unusual release from Lifelike decals. It's printed to their normal high quality with clear and informative instructions, but what makes it different is that it only has one marking option rather than the normal five or six.

Designed to replace the inaccurate markings in the Airfix B-25C/D (A06015) this sheet supplies the markings applied to "Desert Warrior" (though the actual name written on the engine nacelles is "Earthquake"). This aircraft completed a tour of duty in North Africa, completing 52 missions before returning to the United States for a war bond tour, at which time it had a lot of new artwork applied to both sides of the nose. The sheet includes all of the unique markings, but national insignia and serials will come from the kit decals as will the scroll on the starboard nose, which Airfix did get right.



1/72 SCALE

72-SP-01 MARKINGS FOR "DESERT WARRIOR"

North American B-25C, 19, "Desert Warrior/ Earthquake" 1943.

CONCLUSION

In the UK the Lifelike range is stocked by Hannants but they are only produced in limited runs so are worth buying now and laying down for future use.

Our thanks to Lifelike Decals for supplying the review samples.

Foxbot Decals

The Ukrainian Air Force has been responsible for some very attractive camouflage schemes, but sadly the Mig-25 Foxbat is still in the overall grey scheme used by so many of its users. Instead they added some oversized Ukrainian national markings, which certainly makes their ownership very clear. One option on this sheet also adds some attractive red flashes and a squadron badge on the intake sides.

1/48 SCALE

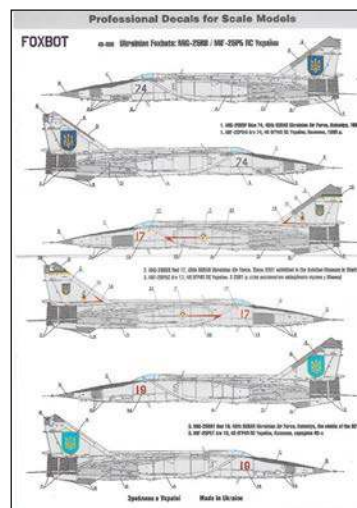
48-036 UKRAINIAN FOXBATS: MIG-25RB

MiG-25RBF Blue 74, 48th SGRAR Ukrainian Air Force, Kolomiya 1995.

MiG-25RBS Red 17, 48th SGRAR Ukrainian Air Force. Since 2001 exhibited in the Aviation Museum in Vinnitsa.

MiG-25RBT Red 19, 48th SGRAR Ukrainian Air Force, Kolomiya, the middle of the 90's.

MiG-25RBT Blue 73, 48th SGRAR Ukrainian Air Force, ZARP, Zaporozhe, early 2000s.



CONCLUSION

The instructions in Foxbot decals are clear and concise with colour guides using Tamiya, Humbrol, and FS numbers. If you have any interest in former Soviet bloc aircraft it is well worth seeking out this range. Foxbot Decals are now available from Hannants including this sheet for the Mig-25.

Our thanks to Foxbot for supplying the review samples.

H Models Decals

This manufacturer from the Czech Republic has been producing limited-run decals for some time, but these are the first we have received for review and I was very impressed. The full-colour instructions describe the colours needed for the camouflage, while four-view drawings show the decal placement. All of the sheets also include some black and white photographs used in the sheets' creation.

The decals are in perfect register. In the Hawker Hurricane in Russian service sheet you also get a set of frisk film masks to reproduce the painted over area of the original RAF markings.

1/72 SCALE

HMD72126 HAWKER HURRICANE MK.I AND II RUSSIAN HURRICANES

Hawker Hurricane Mk.IIA, Z2609, was the first hurricane handed over to the USSR. It was accepted by Col. K.A. Gruzdev on 22 September 1941 for evaluation at NII VVS, the research institute of the Soviet Air Force (WS).

Hawker Hurricane I, BE 421, unknown Unit, North Fleet Air Force, Soviet Air Force 1942.

Hawker Hurricane I, Z3227, 769, IAP,



122.IAD PVO, Soviet Air Force, aircraft appearance at Poduzhemye airfield during the 769th IAP training. On March 27th 1942, it crashed during training flight.

Hawker Hurricane I, AP558, 757, IAP, 1221.AID PVO Soviet Air Force flown by Maj. P.P. Yuriev. On 17th April 1942 he crashed on this aircraft and was killed at Poduzhemye Airfield, Karelia.

1/48 SCALE

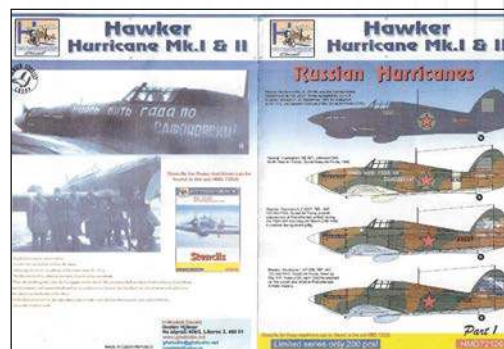
HMD48021 MESSERSCHMITT BF 109 E, D NACHTJAGDGRUPPE BF109

Messerschmitt Bf109D, N+11, of 11(N)JG2 "Richthofen" at airbase Jever-Altenborg 1940, Norway, Luftwaffe.

Messerschmitt Bf109D, N+6, of 10(N)JG26 at airbase Bonn-Hangelar 1939, Luftwaffe.

Messerschmitt Bf109E, Red 6, 11(N)JG2 at Cologne-Butzweilerhof, June 1940. N-code Richthofen emblem has been overpainted and the new night fighter emblem applied, Luftwaffe.

Messerschmitt 109E, N, were also used albeit in small numbers at night fighter Training schools. This machine was operated by the school in Ingolschadt in 1941, Luftwaffe.



HMD48057 MITSUBISHI A6M2 ZERO - ZERO OVER FORMOSA

Mitsubishi A6M2 Model 21 white V-135. Tainan Kokutai, flown by Naval Air Pilot Shimakava Masaki, Formosa 1941.

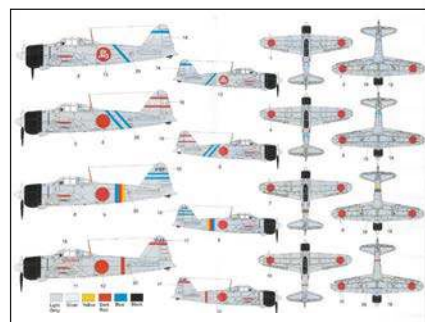
Mitsubishi A6M2 Model 21 red 3-143, 3th Kokutai, flown by Naval Air Pilot Lt. Shingo Hideki, Tainan Kokutai, Formosa 1941.

Mitsubishi A6M2 Model 21 black X-108, 3rd Naval Air Group, flown by Group Commander Lt. Tomatsu Yokoyama, December 1941, Formosa.

Mitsubishi A6M2 Model 21 black X-143, 3th Kokutai, flown by Naval Air Pilot 3/c Masayuki Nakase, Kendari (Celebes) 1942.

CONCLUSION

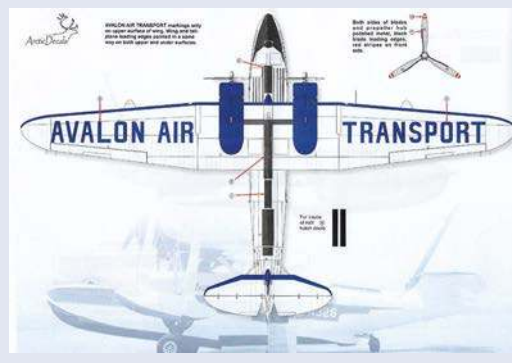
There is one big drawback to these decals and that is their very limited run nature; only 200 of each sheet are being produced and many sell out with in a few months of release. Fortunately these



Arctic Decals

Well, one thing you can say about Arctic Decals is that they really pick some unique subjects!

I mean how many manufacturers do you know



who would supply markings for an aircraft operated by a Finnish airline in the 1950s, or for an airline that exclusively operated a whole range of flying boats in the late 1950s, many of which, like the Sikorsky S-43 already had many years of service behind them?

Well, Arctic decals have and I must say the two schemes they have picked are very attractive.

1/72 SCALE

ARC72-060 KAR-AIR CONVAIR CV 440

Convaire CV-440 OH-KVM in delivery livery 1957.

Convaire CV-440 OH-KVM in revised livery 1958.

ARC72-095 SIKORSKY S-43/JRS-1 AVALON AIR TRANSPORT

Sikorsky S-43/JRS-1 N326. Avalon Air Transport.

CONCLUSION

Both sheets are supported by very good instructions; the Sikorsky set supplies masks for the complicated rear end of the fuselage cheat line, while the Convaire has some really nice silver surrounds for the windows.

Our thanks to Mika Jernfors of Arctic Decals for supplying the review samples, which can be ordered from their web site at www.arcticdecals.com.

Barracuda Cals

On the first sheet from BarracudaCals this month they launch the first decals in a new multi-part series to cover the Hawker Sea Fury.

Though I have seen many of these schemes before, there were a couple that were new to me and I am strangely drawn to the

Sea Fury in a desert camouflage operated by Pakistan.

The second sheet this month is another of their incredible stencil and placard sets. We have seen these for the Spitfire, Mustang and Corsair and now they have produced a set that will be an essential set for anyone with a Tamiya Mosquito in the loft insulation.



1/48 SCALE

BC48379 HAWKER SEA FURY PART 1

Hawker Sea Fury FB 11. WG597 143 – T, 807 Squadron, Royal Navy aboard HMS Theseus, June 1952. Pilot unknown.

Hawker Sea Fury FB 11. VW647 127 – K. Flew with both 805 and 808 Squadrons, Royal Australian Navy. Based on HMAS Sydney during mid-1950s.

Hawker Fury FB 60. WE737, diverted and reseried L950. Coded Z. Flew with 9 Squadron, Pakistan Air Force. Red Dragons Flight Display Team. Pilot: Squadron Leader Zafar Chaudhry.

Hawker Sea Fury FB 11. WJ223 106 – O, 802 Squadron, Royal Navy aboard HMS Ocean on August 9th, 1952. Pilot: Sub Lt. Brian Ellis.

Hawker Sea Fury FB 11. WJ246 168 – K, 850 Squadron, Royal Australian Navy aboard HMAS Sydney during 1953, patrolling the waters off Korea post war.

Hawker Sea Fury FB 11. VW623 135 – K, 808 Squadron, Royal Australian Navy aboard HMAS Sydney during the Korean War. Pilot: Lt. George Beange.

Hawker Fury FB 60. WE740, diverted and reseried L9530. Coded 7, 9 Squadron Pakistan Air Force. Pilot unknown.

BC48011 P-51D MUSTANGS PART 1

P-51D-20-NA Mustang "Double Trouble Two" Serial number 44-63684.

P-51D-15-NA Mustang "The Millie G" Serial number 44-14985.

P-51D-15-NA Mustang "Amorous Len III" Serial number 44-14888.

P-51D-5-NA Mustang "Lou IV" Serial number 44-13410.

P-51D-15-NA Mustang "Alabama Rammer Jammer" Serial number 44-15092.

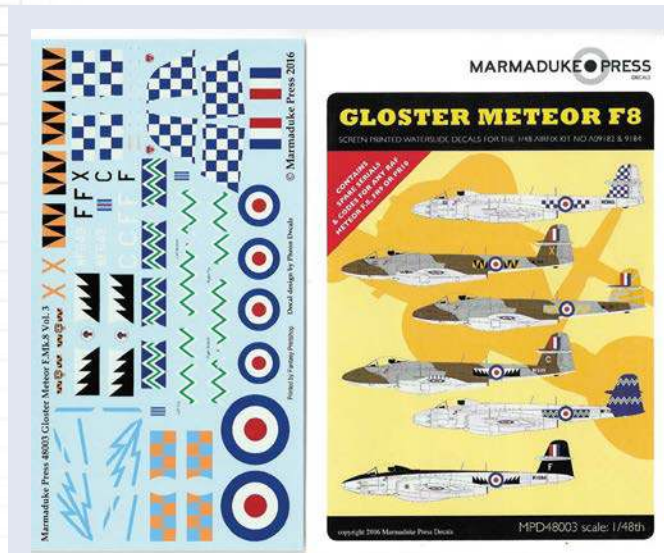
1/32 SCALE

BC32269 MOSQUITO COCKPIT STENCILS AND PLACARDS

Suitable for all marks.

CONCLUSION

As always I thank Roy Sutherland and BarracudaCals for supplying the review samples. They can be purchased from a number of stockists around the world as well as their own website at www.barracudadecals.com.



Marmaduke Press

This is the second sheet from Marmaduke press and if anything it's even more colourful than the first, as all of the markings feature attractive squadron markings. The instructions are as comprehensive as the previous sheet and supply all you need to know. There is also a useful guide to applying decals that includes some good tips on applying the more tricky ones.

1953.

610 (County of Chester) Squadron RAuxAF, Gloster Meteor F.8 WF649 "C" RAF Hooton Park, 1953.

19 Squadron RAF, Gloster Meteor F.8 WE863 "A" RAF Biggin Hill, circa 1953.

610 (County of Chester) Squadron RAuxAF, Gloster Meteor F.8 WH384 "F" RAF Hooton Park, 1953.

CONCLUSION

I really like these decals and when combined with the Airfix kit they will make a very colourful themed collection. If you are interested in this range they can be ordered from the manufacturer at info@marmadukepress.com or via Facebook at Marmaduke Press.

1/48 SCALE

MPD 48003 GLOSTER METEOR F8

500 Squadron RAF, Gloster Meteor F.8 WF714 "K" RAF Biggin Hill, circa 1953.

74 Squadron RAF, Gloster Meteor, F.8 WL164 "X" RAF Biggin Hill, circa 1953.

245 Squadron RAF, Gloster Meteor, F.8 WL135 "E" RAF Biggin Hill, circa

Blackbird Models

With the imminent arrival of the state-of-the-art Airfix Hunter F.6 in 1/48 scale, I am sure some conversions will rapidly be made available for the earlier F.4 and trainers, if Airfix do not announce they are covering them. Blackbird are ahead of the game by releasing three attractive decal options (which can also be used on the earlier but inaccurate Academy kit).

1/48 SCALE

BMD48012 RAF HUNTERS PT 2

Hawker Hunter F.6A of the A&EE at Farnborough in the late 1960s.

Hawker Hunter F.4 of 229 OCU based at RAF Chivenor in 1957.

Hawker Hunter T.7 of 1 TWU in the 1970s.

CONCLUSION

Another very nice selection of markings for the Hawker Hunter, in my view one



of the most attractive aircraft ever made (with the possible exception of the trainer versions!)

Our thanks to Blackbird Models for the review samples, which are available to order from their website at www.blackbirdmodels.com.

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A COMPREHENSIVE GUIDE

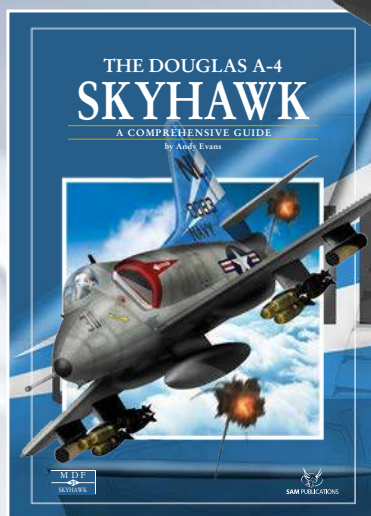
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+ P&P

By Andy Evans

The A4D/A-4 Skyhawk is without doubt one of the more successful military aircraft of the post-War era. It entered service with the US Navy in late 1956 and served with distinction for many years, bearing much of the early action in carrier-based strikes against North Vietnam during the 1960s. The Skyhawk was in continuous production for over twenty-seven years, and although the A-4 is no longer serving with the US Navy and US Marine Corps, a few examples are still operational in foreign hands, and private defence contractors. Douglas built 2,960 Skyhawks between 1954 and 1979, and this small yet effective aircraft packed a mighty punch and these lightweight, high-speed bombers was affectionately nicknamed 'Heinemann's Hot Rod', the 'Bantam Bomber' and 'Scooter'. Upgraded models had improved engines and a drogue parachute, new avionics displays, larger cockpit canopies and more ammunition for the two cannons, and the two-seat trainer versions included the TA-4F and TA-4J series. As noted, its combat career began with the first American carrier-launched raids on North Vietnam, August 4, 1964, and during Israel's Yom Kippur war in 1973, Israeli Air Force Skyhawks provided much of the short-range striking power on the Sinai and Golan Heights fronts. Skyhawks were also in action against British forces during the 1982 Falkland's conflict, where they paid a heavy price against the Sea Harrier. The Navy's 'Blue Angels' flight demonstration team flew the Skyhawk from 1974 to 1986, and Skyhawks were also



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used by the armed forces of Australia, Kuwait, Singapore, Indonesia, Malaysia and New Zealand. An additional role undertaken by the Skyhawk was that of 'aggressor aircraft'. During the Vietnam War, it was found that the air-to-air kill ratio against North Vietnamese fighter aircraft was too low. In an attempt to improve this, the Navy Fighter Weapons School - better known as 'Top Gun' - designed to train pilots against Soviet-bloc aircraft, adopted the Skyhawk and when its avionics and weapons systems were stripped out it proved to be an extremely agile aircraft, and one which could simulate the performance characteristics of the MiG-17. The A-4 Skyhawk remains one of the iconic designs of the Cold War era, and its history and operations are celebrated in these pages of this new Datafile from SAM Publications.



M D F
31
SKYHAWK

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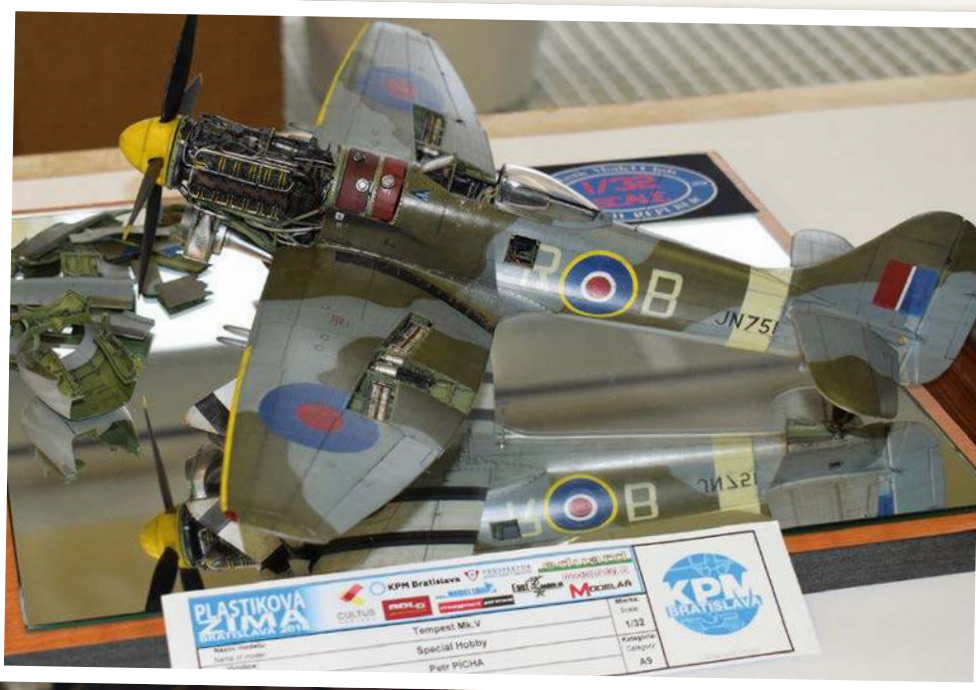
BRATISLAVA 2018

Plastic Winter, Bratislava 2018. Photos by Tomas Bartak

At the end of November Plastic winter in Bratislava closes off the European show season. Compared to many shows this is quite a small affair but the venue is packed with vendors like Eduard, Special Hobby/CMK, Hauler/Brengun, Aires, AZ/KP Models, MRPaints, BOA Decals, AIMS and many more.

The competition was so packed with both modellers and visitors it was really hard to get some decent photographs. And this year we even had a full size L-13 Blanik Glider outside the venue.

This 1/32 Special Hobby Tempest has had all the extras thrown at it and certainly looks impressive



Almost impossible to photograph was this 1/72 scale large diorama of the accident involving the XB-70 Valkyrie and an F-104 Starfighter just visible is the F-4 Phantom chase plane



Straight from the box with some restrained weathering by Eastern standards made this Revell F-15E Strike Eagle got many admiring comments



This tiny Kamov Ki-26 from A Model in 1/72 scale was a work of art



A Golden oldie, this is the 1/48 scale Monogram Intruder which is now a 30 year old tooling, but does not look it



An aftermarket engine made this 1/48 Tamiya Corsair stand out from the crowd



An unusual scheme for this Slovak L-29 Delfin using the AMK 1/48 scale kit

It was two or three deep around the 900+ competition models for the whole time the show was open, this was the only shot I could get of one of the competition tables right at the start of the show



No Czech/Slovak show would be complete without a Czechoslovakia operated Spitfire like this 1/48 scale Eduard example



SUPERMARINE SPITFIRE

QUICK BUILD: Tamiya 1/72 Supermarine Spitfire MK.1 (New-Tool) by David Francis

If you missed the preview of this new kit in last month's issue, all I can say it is Tamiya, so you know exactly what you are getting. This is their second Spitfire Mk.1 and replaces the previous version released 25 years ago.

Tamiya has corrected several small errors in the original kit (I do mean small, mostly in the millimetres) as well as adding a level of out-of-the-box detail that was undreamed of not that long ago. In fact, detail on this kit is so good that there are only a few small areas where you may wish to buy aftermarket details, so without further delay let's move straight onto the build.

THE BUILD

I started with the fuselage halves, as depending on whether you will show your model with the canopy open or closed, these have a large cutout in the

area of the fuselage into which you insert one of two pieces.

In previous Spitfire kits, if you positioned the canopy open it would sit too high on the fuselage. Tamiya's answer is to supply a section with the fuselage modified to include a recessed area, giving the canopy the correct position. Though inaccurate, this recessed area will be impossible to see on the completed model. If you want to display the canopy closed an alternative fuselage insert is supplied, but whichever you choose the fit is very good.

The cockpit comes next, with over 30 parts using a mix of plastic and etched steel. There are only a few improvements that can be made, mostly by adding a little wiring from thin wire and drilling out the moulded lightening holes in the bulkheads; and in my case adding Eduard pre-coloured steel seatbelts. These use a soft metal that hangs realistically

(as well as looking good right out of the box). Later in construction you will add the small door on the fuselage sides and a gun sight. I

If you are modelling the very early colour scheme, an alternative door (without a mounted crowbar), and a ring and bead sight is provided, both of which can be seen on my model. The only area I had a problem with was that Part A-5, it did not want to sit as shown –

but I am quite aware this might be me having a senior moment!

By the time the constructed cockpit is attached you are already at Stage 12, which is a third of the way





through the build and it is all downhill from there!

The exhaust looks a bit peculiar on the sprue as Tamiya have moulded two of the ends as separate parts, which are quite small and easy to lose, so be careful at this stage. It is also worth taking the time to drill out the circular and last exhaust pipe, as it is quite noticeable that it is moulded solid.

Wing, tail, and rudder all fit

perfectly though the separate rudder and ailerons are not supposed to be mounted in anything but the neutral position. There are also a number of holes to be drilled out, and as with many newer Tamiya kits the connection point to the sprue is on the mating surface to preserve surface detail. You need to give each part a quick rub with a sanding stick to ensure a totally flat mating surface.

Once everything is completed all the main assemblies can be put together, usually with just a click; in most cases the fit of parts is so good that glue could be optional. However, I did need a small amount of filler on the upper nose, which may have been due to too vigorous sanding at the preparation stage.

As I was modeling a very early Spitfire there are two reinforcing plates on the sides of the forward tank cover. Tamiya give you some self-adhesive vinyl reinforcements that can be attached in place, but as I was removing one from the sheet it

flew off, never to be seen again. Fortunately, these parts are also supplied on the etched fret, though not mentioned (probably because they are slightly too thick in appearance), but having them saved my bacon.

Next is the cleverest bit of engineering I have seen in a long time: the long thin raked undercarriage has always been a weak spot in any 1/48 Spitfire construction, but Tamiya have a very simple answer. The undercarriage is moulded as part of a large spare assembly, which makes it strong and at the same time correctly sets the orientation between both legs. Once attached in place panels just slip into place to cover the spare. This can make painting a bit more complicated, but that is the trade-off for the foolproof fit. To be honest the fit of parts is so good you could probably assemble the legs after main painting.

The cockpit canopy and windshield are supplied in a number of variations. The easiest to use is the early

version, as this is just a case of attaching it to the kit and then masking it using the supplied masks, which sadly are not pre-cut (though Tamiya are starting to do this in their car range). For the late models you have to glue the correct style armoured glass screen to a plain canopy, not something for the faint hearted. I would highly recommend Thin PVA for doing this to avoid marking the canopy with excess adhesive..

The rest of construction takes mere minutes to achieve and in just a few evenings' work, I was ready for painting the decals.

THERE HAD TO BE A PROBLEM

I had already decided to produce an early pre-war Mk.1 with silver undersides and the normal dark green and earth upper surfaces. In my youth, I always thought the upper camouflage on RAF schemes was a random pattern, but nothing is

"This is now the best early-model Spitfire on the market"



This kit will retail for £12 more than the kit it replaces and in my view it is worth every penny



further from the truth.

There are two camouflage patterns, referred to as A and B, which are exact mirrors of each other. To make life very easy I purchased the AML camouflage masks. These use artist film and are designed for the original Tamiya kit and they worked beautifully. For the



silver undersides I used Halfords aluminium car paint, which worked perfectly as always.

At Telford, I had been given samples from Alclad's Mil-Spec range for the upper camouflage colours. These enamel paints are pre-mixed for airbrushing and come in the same bottles as the metal range. They spray beautifully, are very economical to use, and dry to a satin finish (though I did spray a couple of coats of Alclad's Gloss Varnish to get a good finish for the decaling to come).

One thing I had noticed was that the lower wing roundels had cut-outs to go around the prominent vents added earlier in construction. I planned ahead and had masked and pre-painted the panel and

the vents with Tamiya white. Surprisingly, once the roundels had dried I found that the pre-painted area showed through them. This may be a cause for concern if you are using the roundels with the white areas of the demarcation lines between the two camouflage colours. Other than that the decals performed well, with only one silvering, and that was where I had not applied enough gloss varnish base coat.

Finally, to finish my model I added a coat of Alclad Matt Varnish to blend everything in before using Tamiya Black Panel Liner to add a minimal amount of weathering, as at this time point the airframe was virtually brand new. And with that I was done.



CONCLUSION

This kit will retail for £12 more than the kit it replaces and in my view it is worth every penny; you could easily spend that on aftermarket parts to upgrade the original and would still not come close to what is supplied in the new-tool kit. I am quite relieved that we do not have some of the replaceable panels and exposed engine as seen on their recent Messerschmitt Bf-109G.

This is now the best early-model Spitfire on the market and just like the earlier incarnation I am sure we will see a Spitfire Mk.V in due course. The only negative for me was the translucent white areas of the decals, but aftermarket examples are already available designed for this kit.

This new kit will be available from your local Tamiya stockist by the time you read this, and I thank the Hobby Company (the UK importer) for supplying us with the review sample ahead of the UK release.

ERRATA

AML MODELS

AMLM 49-010 Masks for Supermarine Spitfire Mk.1/II A Camouflage Pattern

AMLM 49-011 Masks for Supermarine Spitfire Mk.1/II B Camouflage Patterns

EDUARD

ED 48-49097 Etch Steel RAF Seat Belts (Early)

ALCLAD MIL-SPEC PAINTS

ALCEO13 BSC381-241 RAF Dark Green

ALCEO21 BS381C-450 RAF Dark Earth

THE VOUGHT F-8 CRUSADER

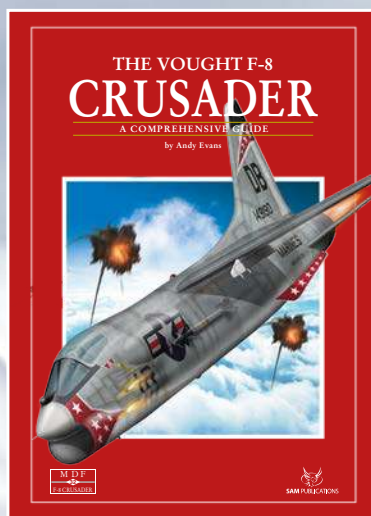
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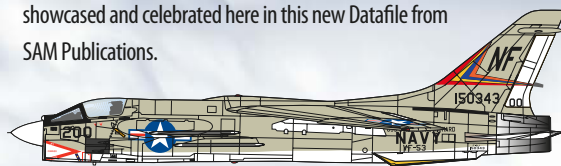
+ P&P

By Andy Evans

The Vought F-8 Crusader was a direct response to a United States Navy requirement for a modern supersonic, carrier-based fighter. Utilising nearly the identical powerplant of the North American F-100 Super Sabre and looking like the big brother of the A-7 Corsair, the F-8 Crusader became the world's first carrier-based aircraft to break the speed of sound. The Crusader was quickly pressed into service over the skies of Vietnam with the growing American commitment in Southeast Asia, where it served with distinction with US Navy and US Marine Corps. As a predominantly cannon-armed fighter, the F-8 has been seen by many as the end of the line for all-cannon-armed fighter jets - making the F-8 the 'last of the gunfighters'. The Navy went on to utilise the Crusader in the more of a traditional dogfighting interceptor role, whilst the US Marines operated it as a limited strike/attack aircraft. The Crusader was also fielded as a dedicated reconnaissance version the RF-8, along with a two-set trainer, as well as a Drone Controller aircraft and also served with NASA as a flying test bed.



The Crusader eventually proved its worth through action and resiliency and found frontline service across four decades including service with the French Navy. The Philippines Air Force was the third and final operator of the F-8 and these were retired in 1991. The XF8U-3 was a highly-modified offshoot of the F-8 Crusader line, and this version became known as 'Crusader III', however, the prototypes competed unsuccessfully against the McDonnell Douglas offering that would eventually become the F-4 Phantom. The F-8 Crusader remains one of the icons of 20th Century aviation, and the 'last of the gunfighters' is showcased and celebrated here in this new Datafile from SAM Publications.



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1/72

JUNKERS 87B STUKA

BY GUY GOODWIN

QUICKBUILD



JUNKERS 87B STUKA

Airfix 1/72 New Tool Junkers 87B Stuka by Guy Goodwin

HISTORY

The Junkers Ju 87 Stuka is easily recognisable by its inverted gull wings and fixed spatted undercarriage. The Stuka's design included several innovative features, including automatic pull-up dive brakes under both wings to ensure that the aircraft recovered from its attack dive even if the pilot blacked out from the high g-forces. Upon the leading edges of its faired main gear legs were mounted the Jericho-Trompete (Jericho trumpet) wailing sirens, which became the propaganda symbol of German air power and the blitzkrieg victories of 1939–1942.

The Battle of Britain proved for the first time that the Junkers Ju 87 was vulnerable in hostile skies against well-organised and determined fighter opposition. The Ju 87, like other dive bombers, was slow and possessed inadequate defences. It also could not be effectively protected by fighters

because of its low speed and the very low altitudes at which it ended its attack dive. The Stuka depended on air superiority, the very thing being contested over Britain. It was withdrawn from attacks on Britain in August after prohibitive losses, leaving the Luftwaffe without precision ground-attack aircraft.

THE KIT

I usually model only in 1/32 scale and usually only Wingnut Wings, but having just read a great book on the Battle of Britain (The Last of the Few by Max Arthur) I found myself re-hooked on the Battle (I go in phases) and I had a sudden urge to start a collection of Battle of Britain aircraft. My models usually go in a box in the garage, never to be seen again – the moment they're finished I tend to lose interest as the modelling is the enjoyable part, and they're just too big to display; but I did think that if I went for the smaller 1/72 scale... who knows, they might even see the light of day at home.

As I'm sure everyone is now aware, Airfix have undergone a renaissance in the last few years. Everyone's favourite models from their youth have gone all high tech and Airfix is churning out high quality new tools of beautiful aircraft. And in particular for me, they feature a lovely Battle of Britain spread comprising the Spitfire, Hurricane, Blenheim, Defiant, Messerschmitt BF109E, Messerschmitt Bf110, Junkers 87B, Do17Z, Heinkel 111, Whitley, Gladiator (yes, they were involved in the Battle too) and even a period Tiger Moth trainer! (There is also the Fairey Battle if you fancy a challenge, but that one is the old-school Airfix tool from decades ago, and, in reality, probably older than I am – and I am older).

We surely live in a modelling purple patch. Having not really looked at the Airfix range for a while I was taken aback as to what was on offer as new toolings. To get me started I went for the Airfix new-tool Stuka and what a gem it is!

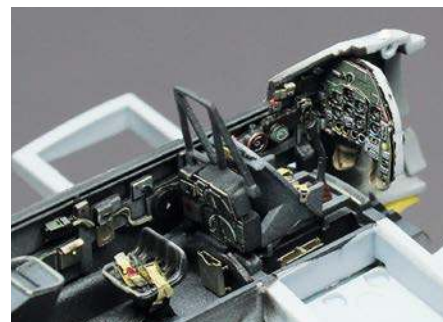
This kit is nothing like the

Airfix kits I made back in the day. The detail in 1/72 is nothing less than incredible, worthy of a 1/32 scale kit. I still couldn't resist getting the Eduard photo-etch (PE) set though, as this is the icing on the cake. It comes down to personal choice; in this scale the Eduard sets are more expensive than the kits they are designed for and are not strictly necessary (although this probably highlights the great value that Airfix offers rather than suggesting Eduard are expensive).

THE OFFICE

I started with the interior. Some parts were scraped off to accommodate the Eduard details, as per their instructions. The gunner's seat was drilled out to represent the cage-like construction (moulded as a solid piece in the kit). Painting was a light mist of black primer followed by Vallejo German Grey, leaving the recesses shadowed, then highlighted.

The PE was added and a fine



What a smashing little kit! This is one of Airfix's latest offerings and I think they're improving all the time



pin wash brushed to accentuate depth, ending up with a flat varnish to tone down the steel, which is a tad too bright otherwise, and generally tie everything together. Just one note if you are using the using the Eduard PE: take care with fitting the instrument panel – if it overlaps anywhere, even by the smallest margin, it will affect the fuselage fit.

CONSTRUCTION

On to the main construction of fuselage and wings, which all basically fell together. That said, I did have to take care to ensure everything lined up. A little filler was required, but how much that was me or the kit I don't know. I suspect me. However, the kits are moulded in a fairly soft plastic that potentially could warp.

This kit has quite a clever and complex design. The nose is in multiple parts, but the finished piece has a seam-free upper surface. This is an area that would have been difficult to sand due to the shape and detailing of the nose area.

The canopy was masked with the Eduard pre-cut masks, a vital extra for me. The individual masks are tiny in this scale (did I say I was

used to 1/32?) and would be fairly tedious to cut by hand.

The kit was coming along nicely, and I found myself thoroughly enjoying the whole process. It actually seemed a relief from big complex kits to have the pleasure of a simple and straightforward model and I found it very therapeutic. It was a bit like being ten years old all over again on a Saturday morning at the kitchen table.

THE PAINT SHOP

Once the major components were together and all seams attended to (I like to use Perfect Plastic Putty, which works really well), I could tackle probably my favourite part, the paint job. I planned to be a little experimental on this one and decided to go for some radical pre-shading, so a light coat of Mr. Surfacer 1500 (black) was followed by highlighting the open areas with white. I know this looks a bit stark, but the upcoming colours

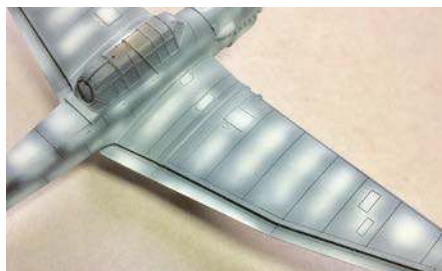
are quite dark, so it needed to have a fighting chance of showing through or it would just be a wasted effort.

Up next was the first camouflage colour (the lighter one). This was a thin coat of the RLM 71 Dunkelgrün (Dark Green) by Mr. Paint (MRP). I love these paints; they spray beautifully without any clogging or drying in the airbrush. After waiting for that to dry fully

I then masked for the RLM 70 Schwarzgrün (Black Green).

I cheated a little here and used a pre-cut camouflage mask set by Top Notch, purchased through the online Hannants site. This was much easier, but I'm not a huge fan of vinyl masks, as they just don't conform to any kind of contouring. I don't know how people use vinyl masks on canopies (I much prefer the Eduard kabuki tape style





here). That said, it looks nice once done, is accurate, a lot easier than cutting up strips of masking tape, and works very well indeed on a flat surface. So I think it's worth the effort and minor expense.

I then painted some details including some subtle (I hope) chipping, hand-painted with a fine brush using a mid to light grey tone. I think this adds a lot, but is easily overdone if you're not too careful.

DECALING

The next stage was to give the model an overall gloss layer to aid the weathering and decaling process. Despite trying lots of products, I have always struggled to find a gloss that I'm happy with. I've finally settled on Alcad High Gloss (not to be confused with their Aqua water-based gloss). It sprays well, has a high shine and dries quickly. I like to let this fully cure so it went into my drying cupboard for a couple of days. Then my Stuka was ready for the fun part, the decals.

The Airfix decals are nicely printed, thin with good register. But I did find that they weren't particularly receptive to the decal solutions of Micro Set and Sol, and I had to work quite hard to get them to hug the panel lines. In the end, I lightly cut along them with a new scalpel blade and blitzed them with the decal solution.

The only other drawback was that there are no swastikas supplied with the sheet (a bit disappointing as I couldn't now finish the

kit until I had some – none in the spares box as I don't make 1/72). Since they were missing I looked around on the net and discovered an Xtradecal 70th Anniversary Battle of Britain set (x72118), including a set of decals for all the major Luftwaffe aircraft of the Battle. Ideal as I'm planning a collection! There is also a corresponding set for the RAF – lovely! This solved my problem and sorted out my options for future models at the same time.

The Xtradecal decals worked very well and were exceptionally thin and a joy to work with. I wish I had waited now for the main markings as they were superior to the kit decals. However, they don't come with any stencilling or minor markings – just the national insignia and squadron markings. The Xtradecal set has the squadron badge with a light blue background, while Airfix offer this with a yellow background. Unfortunately, I cannot advise you as to which is correct.

At this point, I had just about finished her off, but on taking off the masks on the inside of the front windshield there was some overspray that had gotten on the interior (maybe that's underspray?) and I couldn't remove it to my satisfaction. So I contacted Airfix for a replacement and will say the customer service



was excellent! I received a new clear sprue within five days of me asking. Pretty impressive I thought.

CONCLUSION

What a smashing little kit! This is one of Airfix's latest offerings and I think they're improving all the time. I also have their new-tool Spitfire Mk.I from 2015 and although you can tell it's of a very high standard, the panel lines are noticeably overly done.

With the Junkers Ju-87 all the panel lines and surface detail are very refined and as far as I can tell as good as anything on the market. A

lot of thought has gone into the design of the build, the nose section is a highlight with that clever design that leaves a seamless top surface. The fit of parts was excellent and the whole experience was a very pleasurable one.

The only area which could possibly be improved upon is the clear parts; they are beautifully moulded but a little on the thick side. This may be a moulding restriction in this scale, and maybe I'm being a little picky. On the plus side, there are two options for the canopy, open or closed. Having two separate canopies negates that tricky part of trying to overlay two thick pieces of plastic.

I would thoroughly recommend this kit. I can't see how you wouldn't enjoy the build and finished product. I'm really looking forward to trying their latest 1/48th version. What a treat that will be!

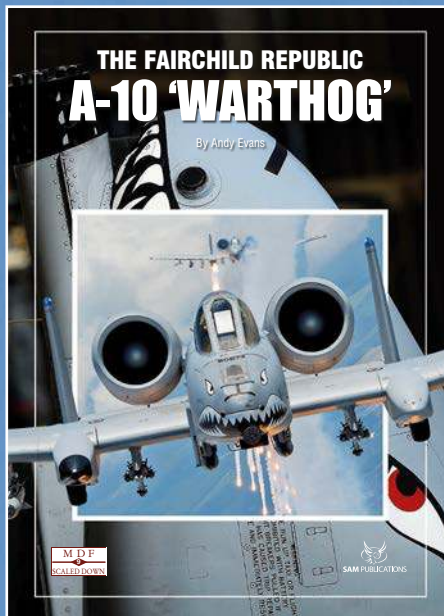


The Fairchild Republic A-10 'WARTHOG'

By Andy Evans

COMING
SOON!

The A-10 'Warthog' owed its birth to two influences - the inadequacies of the Close Air Support aircraft used in Vietnam, and the need to counter Soviet armoured might in Europe. During the Vietnam War the Air Force regarded CAS as their domain but was hard pressed to find an aircraft with both the range and loiter capacity to fulfil this need. They did obtain quantities of the old but excellent piston-powered Douglas A-1 Skyraider originally developed for the Navy, which soon earned the appreciation of the ground-pounders by its ability to carry a huge warload, dish out and take punishment, and remain on station for an extended period of time. Late in the war the USAF shifted the CAS mission to the jet-powered A-7 Corsair II, which had been developed for a US Navy requirement for a carrier-based strike fighter to replace the A-4 Skyhawk. The Corsair was an excellent aircraft, but it was designed for the strike-interdiction role, not for the battlefield CAS mission. The USAF therefore began to put together an AX - 'Attack Experimental' program to develop a dedicated CAS aircraft that could do the job far better than the Corsair, match the Skyraider in warload and endurance, but be substantially faster while being extremely maneuverable. The aircraft would also need to be highly survivable through the use of armour and redundant systems, include twin engines and be armed with a fast-firing Gatling-type gun.



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The YA-10A was selected as the winner of a competitive evaluation on 18 January 1973 and led to a contract for the production of ten A-10A pre-production machines, fitted with the GE TF34 turbofan. The second and third preproduction machines were the first to be fitted with the fearsome GAU-8/A cannon and trial attacks with the cannon on old US M-48 tanks and Soviet T-62 tanks, obtained from Israel, were to put it simply, awesome. The GAU-8/A cannon all but tore the targets to shreds! The first preproduction aircraft was rolled out in late 1974, and the first production A-10 performed its initial flight in October 1975 following which it was handed over to the USAF

on 5 November. The A-10 was given the name 'Thunderbolt II' but this never stuck with the flight crews, the ugly nature of the aircraft soon earned it the nickname of 'Warthog', and so a legend was born! On the verge of retirement in the early 1990's the first Gulf War saw the Warthogs finest hour, so much so that the Air Force gave it a new lease of life, and one that seems set to continue to a while yet! The story of the powerful A-10 is told in this new MDF Scaled Down from SAM Publications, and in the words of the 'Warthog community - 'Go Ugly Early'!

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TSR2

Britain's Lost Cold War Strike Aircraft

AUTHOR: Tim McLelland with additional material by Tony Buttler

YEAR: 2017

PUBLISHER: Crécy Publishing Ltd

ISBN: 978-1-91080-913-6

FORMAT: 182pp Hardback



Billing itself on the inside of the dust jacket as the true story of the TSR2, this book is indeed a comprehensive history of this controversial aircraft. This is the second edition, updated by Tony Buttler and retaining the original text by Tim McLelland.

Comprising twelve chapters and two appendices, the book is very much a reading book rather than a picture reference book. That said, it is well-furnished with photographs and drawings throughout and discusses, as you might expect, the history of the type from concept to scrap heap. There are some very useful references to weapons loading, ideal for modellers who like to display bomb bays open and "What If" scenarios.

Also of interest is the inclusion of some of Roland Beamont's flight reports, including reference to the now (in)famous vibration when landing. These make very interesting reading.

Two chapters stood out: Chapter 4 covers a subject not often thought about, that of "Bombs and Bureaucracy", specifically the issue of which weaponry would or could be carried. The lack of Blue Steel capacity and the cancellation of Skybolt all had a significant impact on the TSR2's development. Chapter 5 delves into the plans to secure an overseas order with Australia, something that might well have secured the future of the TSR2. Sadly, that was not to be and the RAAF went for the American F-111.

Appendix One, attributed to Tony Buttler, introduces the F-111K, a version of the F-111 flown by the USAF and a direct contender for the TSR2. This is itself a very interesting subject and I was intrigued to note another name that I know well, Joe Cherrie. For those who don't know, Joe is very active in the modelling scene, specialising in experimental and "project cancelled" aircraft.

Appendix Two has some fascinating detail drawings and photographs along with drawings by Richard J Caruana. This is completed by the references section which has information on other books as well as sources of modelling accessories.

All in all, this is a very comprehensive history of an iconic aircraft and well worth considering if you have an interest in the TSR2. My sincere thanks to Crécy for the review copy.

Jonathan Davies

Le Focke-Wulf 200 Condor

AUTHOR: Jean-Louis Roba & Michel Ledet

YEAR: 2018

PUBLISHER: Editions Lela Presse

ISBN: 978-2-37468-006-4

FORMAT: 320 pp Hardback

When the RAF needed a new maritime patrol aircraft to replace the venerable Shackleton, the eventual solution was to develop and militarise an existing airliner, the Comet. But this was not the first time this practical route to an effective long-range patrol aircraft was used; that was (probably) the Fw 200 Condor, the subject of this French-language volume from Editions Lela Presse.

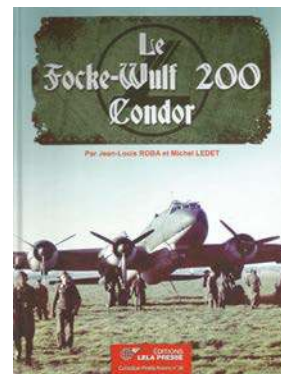
Starting with the context and development, the book takes us through the pre-war years of the Fw 200 use as an airliner. It covers

the exports of the aircraft to Denmark and Brazil, and internal use by DLH.

The majority of the work, however, deals with the use of the aircraft by the Luftwaffe. It is best remembered as a long-range maritime patrol and reconnaissance platform but it was also employed in other roles, including being pressed into service as a transport supplying the besieged 6th Army at Stalingrad.

Following the main text, there are some annexes, which include a technical description; 1/100 scale plans showing each variant; individual aircraft histories; German losses; a listing of selected aircrew; and Fw 200 aviators with the Ritterkreuz.

The text is well supported by a great many photographs, maps, line drawings and other illustrations. There



are also colour side profiles, including one of the ex-Danish aircraft G-AGAY in wartime British civil markings (this would later join RAF service as DX177).

Despite being only in French, this book is well worth investing in for the photographs and diagrams alone, particularly if you have a Trumpeter 1/48 or 1/72 kit.

Thanks to Editions Lela Presse for the review copy.

MJC

Supermarine Rolls-Royce S6B

1931 (S1595 and S1596)

Owners Workshop Manual

Record-breaking racing seaplane, winner of the Schneider Trophy and forerunner of the legendary Spitfire

AUTHOR: Ralph Pegram

YEAR: 2018

PUBLISHER: Haynes Publishing

ISBN: 978 178521 226 0

FORMAT: 156pp hardback

This latest manual from Haynes is a very welcome, and for me, timely addition to the Haynes Workshop Manual Series. The Schneider Trophy racers were some of the most beautiful seaplanes ever designed and flown, their one and only purpose being speed.

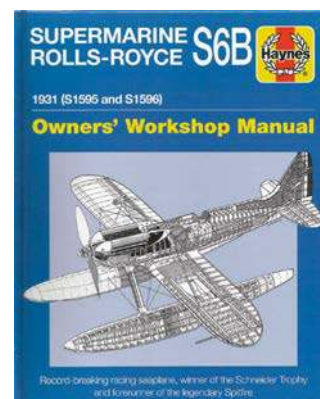
The Supermarine S6B, the winner of the 1931 contest, which claimed the trophy outright for Great Britain, is perhaps the most famous of all of the racers. Amazingly this winning S6B (S1595), one of two built, has survived and is on display at the Science Museum in London. A Supermarine S6A (N248) has also survived and is displayed near its birthplace in Southampton at the Solent Sky Museum.

This Manual opens with the Schneider Trophy contests from 1913 to 1929, looking at the involvement of Britain

and Supermarine in these contests. The next chapter reviews Supermarine and the high-speed aircraft research programme, the development of the S5 and S6, and the mahogany wind tunnel models. The photos which illustrate this chapter are works of aeronautical art.

The next chapter is devoted to engine development, starting with the Napier Lion (which powered the S5), before moving on to the mighty Rolls-Royce R. This chapter is rounded off with a look at the Fairey Reed metal propellers, which are again absolute works of art and to my eye wouldn't look out of place in a gallery of sculpture.

Chapter 4 discusses the anatomy of the Supermarine racers from the S4 to the S6B, with some amazing details and cockpit photos of the S6B preserved at the Science Museum. Chapter 5 deals with flying these high-speed racers and is well illustrated with contemporary photos and first-hand accounts of the



aircraft. This is followed by a chapter on the preparation and maintenance of the S6B, before taking a look at the 1931 contest, which proved to be an anti-climax with only Great Britain taking part. The final chapter looks at the two surviving airframes.

If like me you have the ancient Airfix 1/72 scale S6B in your stash, this book will prove invaluable, giving you all you could need to update that kit. And if you are looking forward to the promised 1/72 Supermarine S5 from SBS models then you will also need this book!

This book is a Haynes Manual at its best, highly recommended for fans of Schneider trophy aircraft. My thanks to Haynes Publishing for supplying this copy for review.

TMUS

Operation Crossbow 1944

Hunting Hitler's V-Weapons

AUTHOR: Steven J. Zaloga

ILLUSTRATED BY: Graham Turner

YEAR: 2018

PUBLISHER: Osprey Publishing Ltd

ISBN: 978-1-47282-614-5

FORMAT: 96 pp Paperback, also available as e-Book

In 1943 a WAAF photographic interpretation officer, Constance Babbington-Smith, spotted something unusual on an aerial photograph. From this first sighting, more intelligence was gradually gathered about Germany's V-weapons. This publication from the prolific Osprey stable, issued in the Air Campaign series, tells the story of these weapons and the Allied campaign to neutralise and destroy them and their support infrastructure.

The format is the now-standard one for this series. After an introduction and chronology, the author looks at the attackers' capabilities; the defenders' capabilities, which includes a history of the weapons themselves and most interestingly, a look at the supply network which got the missiles from factory to launch site; the campaign objectives; a detailed account of the campaign itself; and a chapter of analysis and conclusion. Finally there is a list



of further reading and an index.

The text is well-written, informative, and is comprehensively illustrated by photographs, maps, paintings and drawings. The colour profiles that usually feature in Osprey's books are notable by their absence. This is understandable, though, given that so many units were involved in the campaign. Given that, the information given in the book should be sufficiently comprehensive to enable a modeller to find a relevant subject to suit them.

This is another highly informative read from Osprey Publishing Ltd; my thanks to them for the review copy. **MJC**

Spotlight on Grumman F-14 Tomcat

AUTHOR: Marcelo Ribeiro

YEAR: 2018

PUBLISHER: MMP Books

ISBN: 978-83-65958-02-0

FORMAT: 41 pp Hardback

Another in MMP's "Spotlight on..." series, this book focuses on Grumman's variable-geometry naval fighter, the F-14. It consists of a short two-page introduction, followed by a series of colour plates showing side profiles, and a couple of plan views, of the aircraft.

Most, if not all, of the schemes worn by the aircraft during its service are shown, including a blue and grey splinter scheme worn by an aircraft from the Naval Strike and Air Warfare Centre, and a selection of the schemes worn in Iranian service. The profiles are all well done, and many show considerable weathering of the airframe, particularly on the USN "lo-viz" examples.

This may be a slim



volume, but it will provide plenty of inspiration for modellers of the F-14.

Thanks to MMP Books for the review copy. **MJC**

Detail and Scale

Grumman Wildcat F4F and FM

(Digital Edition)

AUTHOR: By Bert Kinzey

ART: By Rock Roszak

PUBLISHER: Detail and Scale

ISBN 978-0-9991959-2-5

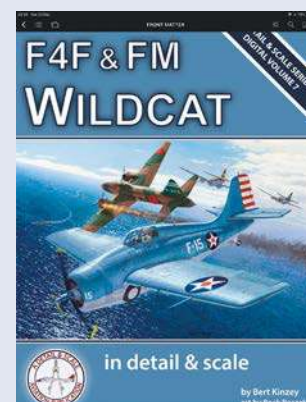
I have always liked Grumman's cat family of fighters and have collected numerous books on the subject over the years, including the original Detail and Scale titles on the Wildcat from 1988 and 2000. This new digital book surpasses both of these and I have never seen such a great reference for the modeller.

We start with a full history of the type, including a whole chapter on the type's operation by the British, as well as a section on the Wildcatfish, a Wildcat with added floats that never entered service.

We then move on to the area where Detail and Scale titles excel and which is invaluable for the modeller; covering every detail of the Wildcat over nine sections. Next follows a chapter covering the colour schemes, which starts with the original pre-war yellow wings schemes to the Glossy Sea Blue scheme used on the final variants (the FM-1 and 2) during the final months of the Second World War.

The final modelling section covers all the kits produced of the Wildcat from the very early Aurora and Frog kits to the latest models by Sweet, Airfix, and Sword, as well as everything in between. The only thing missing is a list of decals and accessories, which would have been the icing on the cake.

Like all Detail and Scales digital books this new title is very easy to navigate. Using the data bar at the bottom of the page you can rapidly



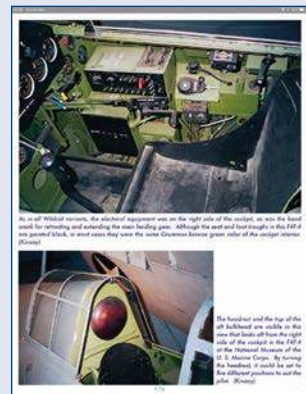
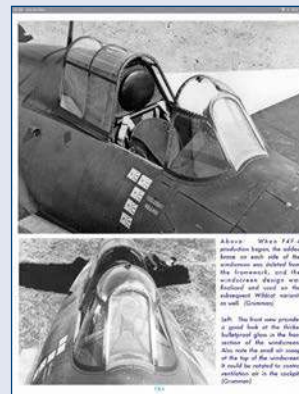
scan all the chapters to find the one you are looking for.

If the pictures are too small you can zoom in and rotate them from landscape to portrait, which enables you to see every detail; very useful on the period photographs to see every part of the markings, as well as weathering and staining.

Over this title's 32 pages you have 375 high quality photographs, 22 profiles and a further 22 detail drawings, which makes the \$12.99 asking price an absolute bargain for anyone interested in the type, as well as a great introduction to digital books and their possibilities for the modeller.

I thank Detail and Scale for supplying the review sample, which can be purchased from Apple's bookstore as well as Amazon for Kindle. I would recommend a Kindle Fire (rather than the basic black and white models), to take advantage of the colour pictures and profiles.

The book can also be purchased directly from the Detail and Scale website where you can also see the expanding range of digital titles and much more.



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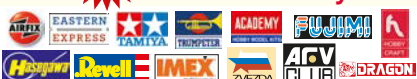
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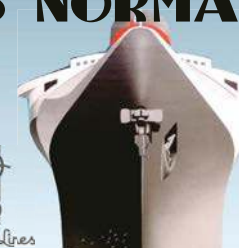
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